

MOTOR AGE

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A TRIP OVER THE CUP RACE COURSE

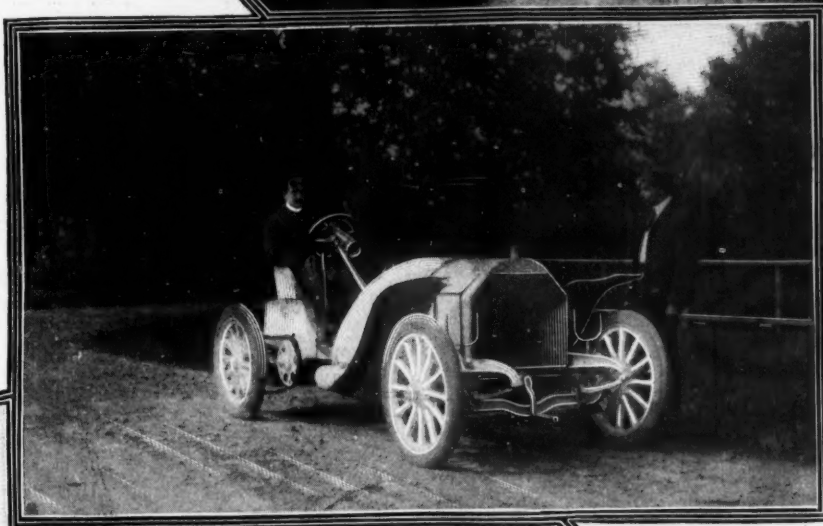
NEW YORK, Oct. 1.—As a guest of H. R. Lounsbury, Jr., and C. C. Boynton, of the Worthington Automobile Co., a MOTOR AGE man made a trip over the Vanderbilt cup course today in a Meteor driven by Mr. Lounsbury. Nathan Lazarnick, a member of the St. Louis photographic award jury, famed as the "snapper" of the well known President Roosevelt-Prince Henry-Miss Roosevelt picture and as photographer for Harper's at the coronation of King Edward, who is MOTOR AGE's eastern staff camera artist, was also along, and his work will give a better idea of the course, perhaps, than the writer's descriptive attempts.

The Vanderbilt cup contest, be it remembered, is a road race, and not a track speed demonstration. As such the course fills the bill fairly well as it is and will, it is promised, fill it completely by the day of the race, when a half-mile stretch in the Bethpage turnpike shall have been completed and one or two of the corners have been cleared of sand and loose stones.

If one is looking for an open 30-mile racing circuit he will not find it. Europeans have an idea that it



THE EASY
TURN AT JERICHO



W. K. VANDERBILT,
JR., DONOR OF
THE CUP, ON THE
COURSE IN HIS
NEW MERCEDES
RACER

is such and are laughing at us to such an extent that it is reputed that Jenatzý refused to come over on the ground that it would not offer him a fair test in support of his reputation as a driver.

If one, on the other hand, seeks a circuit of road embodying fine average qualities capable of a car's showing high sustained speed over a long distance and maximum going in many stretches, he will find it in the course that has been chosen. How

it compares with the Irish, Ardennes and Homburg courses the writer unfortunately can not of his own knowledge declare, and how fast is the possible mileage per hour he cannot say.

Each of the turns is sharp and bad. It would look as though one would negotiate them at greater than 20 miles per hour at great risk. How far forty such turnings would slow the total mileage is for somebody to figure out. It would seem that every bit of the rest of the way would admit of mile a minute going except the Bethpage turnpike half-mile, whose repair to perfection, such as a part already completed, is promised, and some 2 miles through Queens



THE PRINCIPAL CONTROL, THAT AT HEMSTEAD



HEMSTEAD PLAINS



A LANDMARK—GARDEN CITY CATHEDRAL

CHAIRMAN
PARDINGTON

where there are holes in the middle of the road, but good smooth going at the sides, which would admit of top speed.

After passing the turn at Jericho there is a mile or so of narrow road after Hicksville is passed, where the pursuing car

could not well pass a leader holding the center of the road, and some narrow macadam on the Hemstead side of the triangle, which has, however, grass and fairly good going on the side and certainly plenty of room for such nifty and experienced drivers as will pilot the cars that day of the race to get by.

On the other hand the course, thanks to the oiling of its whole length, will be free from dust and has not a hill worth the name. These two factors should come pretty near offsetting the bad turns and the bad going through Queens. The writer, merely theorizing and not having the advantage of comparative knowledge, would say that a car that could not make 50 miles an hour over the course was not of top grade racing quality and that with the 90-horsepower giants 60 miles an hour average would not be improbable. The prediction is ventured that no car on its last lap when the first car finishes will show an average of less than 45 miles an hour. All this vain hope of 45 miles an hour winning the race may be dismissed as a ridiculous delusion and a snare. If it should rain it remains to be seen how disastrous would be the attempt of the oil and water to win. In fine, the contestants with fair weather are assured a test equal for all and an opportunity to score a creditable average, if it be in them to make it. Nor is a world's record by any means an impossibility with such drivers and cars as are entered.

The day was perfect for the the MOTOR AGE exploring exhibition. There was a bit of a reminder of the autumn temperature at the start in the morning and a bit more of it on the way home in the afternoon. All day a rather stiff wind blew, yet there was not a dash of dust in the eyes save on that part of the road that had not yet had its treatment of Texas oil.

Shifting the pronouns with your kind permission that you may better be taken with us on our delightful day's trip let it be said that we reached the course at Queens after an enjoyable hour's ride up Jackson avenue from the Long Island City ferry and out Hillside avenue, thus avoiding the trip through Jamaica,

and having open country going about all the way. Reaching the course we turned to the right and went down it toward the point where it turns from Creed avenue into the Jericho turnpike, some 9 miles distant from the grand stand at the Westbury pump, in fact the home stretch of the course. Permit us to take you with us as we went instead of giving you a long jump to the grand stand at Westbury and thence around the course just as the racers will traverse it, though, of course, our direction is the same as theirs. Let us forget that nasty turn at Queens until we have to negotiate it on the wind-up of our ride.

We start up the homestretch toward Westbury. We are enamored of the novel idea of that broad, black ribbon of oiled road in the middle of the highway and follow it. A pretty ride it is between the thick trees on either side. Bumps and puddles of oil and water are in the center and we glance to the side and there we see soft but smooth running and so venture the prediction that on this stretch the drivers will have none of this for them and stand for a little dust off the oiled path to avoid them. You must understand that this portion of the course has been within Greater New York and that though that motor car enthusiast, Mayor McClellan, signed the ordinance granting permission for its use, his Tammany confreres refused to keep, too, by mending the road.

There is a mile of this going to Hillside avenue corner and then there is a trifle of improvement for another mile, but not enough to tempt a racer from the smooth though perhaps dusty side of the highway. The end of this sort of going is down a short hill, under a bridge with threatening stone abutments on either side and up another little hill.

Now you begin to get going that is going over a broad, gently rolling, smooth running, bumpless road. One can see up and down it either way for a mile or more in front of and behind him.

We revel in the peace and exhilaration of the going and speculate on the miles an hour that will be made over it next Saturday.

A whirr! A flash of white!

"Vanderbilt!"

"Lazarnick! Get your camera!"

Too late. The cup donor is already mounting the next grade and passing out of sight over its crest.

"Damn it!" said Nathan.

"Damn it," we echoed; for our photographer had missed a snap that would have been a shot and we were out gunning for such things. After that we kept a lookout over our tailboard. But Willie K. had settled the speed possibility question. He was going a mile a

minute if ever a man has gone the pace.

Lazarnick, however, soon got a bit of consolation in running across the oil carts taking on their supply from an oil car on the railroad crossing near Kruges roadhouse, where some of the racers are putting up. The boss of the gang, whom we dubbed forthwith "Coal Oil Johnny," was communicative and said that though the contract for sprinkling was only received on Tuesday, 4 days before, they had oiled all but 10 miles of the course.

As we halted for some snap shots of the oil carts our lookout shouted:

"Look out!"

This time Lazarnick was quick, turned his camera from Coal Oil Johnny's oil carts and got a shot at Wallace giving his Fiat its first tryout. He was going great guns. If Lazarnick caught him it should be a great picture.

We continued on over this same broad, very, very gently rolling road, to the outskirts of Westbury, a mile or so from the grand stand. In the distance beside the road we saw a white racing car.

Was it Wallace's or was it Vanderbilt's? As we drew up alongside Henri DeBailleux, Willie K.'s chauffeur, greeted us. Mr. Vanderbilt had gone into Hick's nurseries. While we waited for him the scribe interviewed the chauffeur and the artist busied himself with the camera. The car proved to be a new 100-horsepower Mercedes, only taken from the custom house the day before, Mr. Vanderbilt's first racing car purchase since he sold his record breaker, to Mr. Shanley.

A little chat with the cup donor on the strength of a previous meeting at Ormond elicited the expression of opinion that he had little fear of the race being stopped.

"We have the signatures of over 500 property owners and citizens of Nassau county," said Mr. Vanderbilt, "approving of the action of the supervisors in giving us the use of the road, and I think that will prevent the opposition from carrying its point. A picture? I don't carry them with me."

"But we do the making of one."

"Why, certainly."

Lazarnick did the rest, though he dropped one plate and broke it and said things for a few lurid moments.

A little beyond as we were leaving the grand stand and watching the carpenters at work on it "Willie K." flashed by in a cloud of dust and gave us a laughing wave of the hand. Lazarnick took a quick aim, pulled the trigger, and thinks he got him.

The stand as we saw it was not pretensions. "Utterly unworthy of the event," remarked Lounsberry. "It looks like a stand for a meet of the Westbury Athletic Club, instead of the grand stand of America's great international contest."

"Yes, but remember, Harry, that the boxes cost fifty each and the seats are five per," apologized Boynton, "and that there are eighty boxes and 400 seats."

The stand is on the inside of the course and faces a turf hurdle race course owned by Hitchcock, of the Long Island hunting set. In this field and in the field behind the stand the automobiles will be packed. There will be a sight and a photograph for you. The stand affords a fine view up and down the road for half a mile each way. The road is broad at this point. Opposite the grand stand will be the official pavilion and the press stand. Accommodations for but forty persons have been made and there will be a howl that will roll

across the plains of Hemstead and to the uttermost confines of Queens and Jericho. Such lack of foresight and such illiberality may bear their fruits. MOTOR AGE has no kick. Its editor is provided for and so is his assistant, thanks to the poo-bahism of his journalistic connections. But there are others. O my! What a pretty row there'll be!

After the racers get away they will have a straightaway run of a little over 3 miles to the first town, Jericho. The town is approached down a hill that is a little steeper than is normal to the course and then up a hill for an hundred yards. Directly in front is a little triangle, in the center of which a forboding tree bids the wild rider "keep off the grass." A country postoffice faces the approaching road. The turn to the right is very acute into a narrow village street with houses on the opposite side. It will take a skillful driver to make the switch about safely at high speed.

The racer is now straight and away on the Massapequa turnpike and headed toward the first control at Hicksville, 2 miles distant.

The Hicksville control begins with a turn

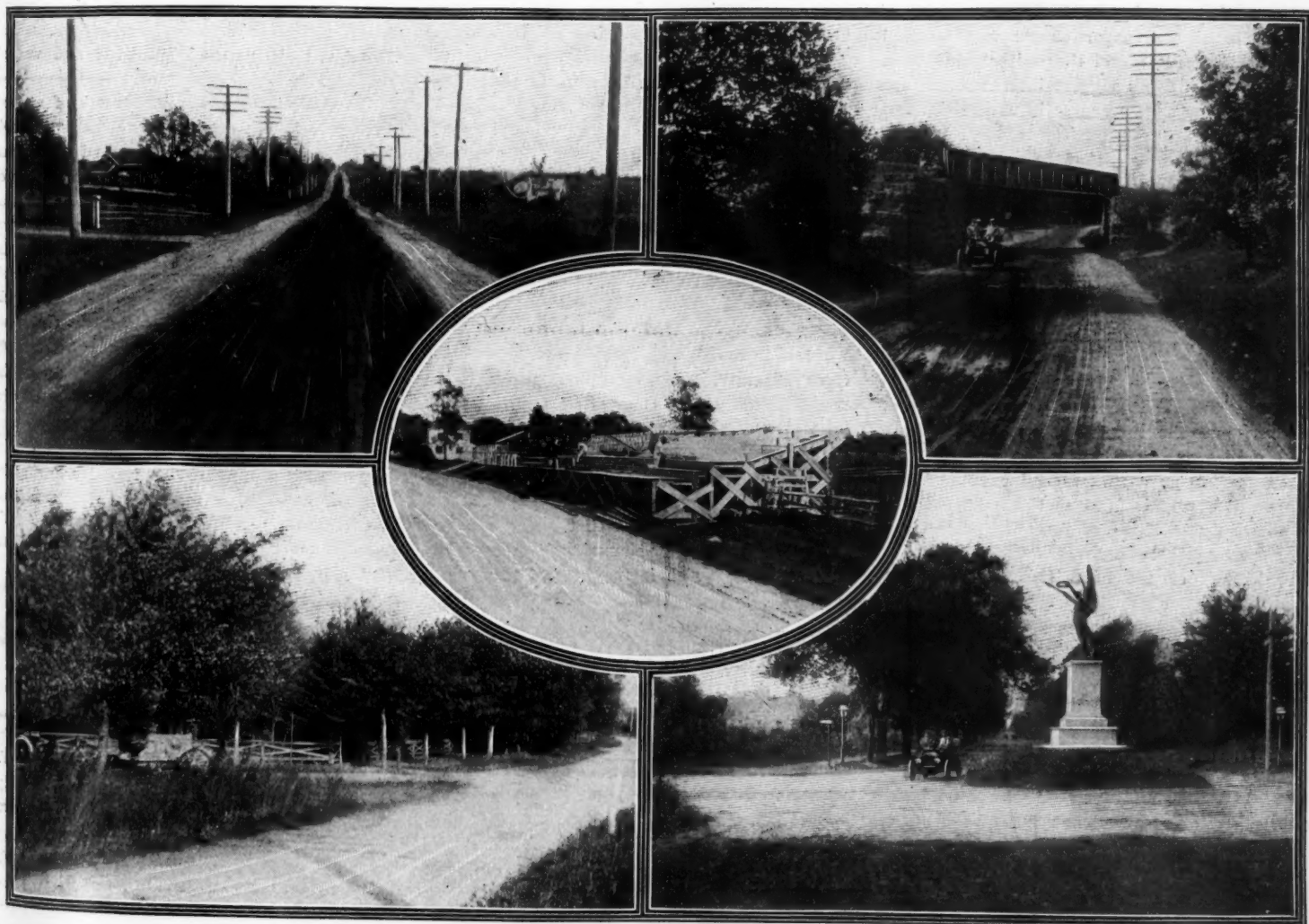
cult job to pass him unless he took to the grass at the side and shaved the ditch pretty closely. This contracted highway continues by Central park pretty well to Plain Edge, where ends the Massapequa side of the triangle. It will take a knowledge of the course and the warning red flag to tell the racer that he is to turn to the right here at the crossroad or he will continue to the Plain Edge inn before he learns he has missed the turn. This turn is sharp and narrow, with a threatening telegraph pole on its outer edge that would mean destruction to the car if the curve were not negotiated successfully.

As we rounded the curve we encountered a narrow road thickly strewn with sharp stones varying in size from a nut to an apple. They say that all of them will be removed before Saturday. Let us hope so. If they are not they will bring disaster to many a tire. We were now headed down the Buttage turnpike toward Hemstead, some 6 miles away. After a quarter of a mile of bumping among the stones we ran across a gang of laborers making the ½-mile stretch that is to complete the circuit of racing highway. It certainly looked

upon the Hemstead plain stretching out for 5 miles, with the steeples of the town ahead of us and the club house of the Meadowbrook Hunt and the prospects of distant country houses on the right.

Soon we reached the high iron-fenced deer park of O. H. P. Belmont on the outskirts of Hemstead. Somewhere along here we opined, would be placed the beginning of the Hemstead control. The road took us by handsome country places at short intervals and into the town and on through the picturesque tree-covered main street for 1½ miles and out into the open again.

Just here that hungry feeling overcame us and we cut across country to the right to the convenient Garden City hotel, 2 miles away. We stopped a minute on the way at Porrier's garage, where Wallace had his Fiat racer under lock and guarded, he said, by a pistol-bearing Italian. At the Garden City hotel we ran across Wallace, Webb, John Fisher and Henry Goodman and a coterie of newspaper scouts. We didn't begrudge a bit the hour and a half we devoted to a hearty luncheon. The hotel seemed well filled. All



ONE OF THE BEST PLACES ON JERICO TURNPIKE
THE MOST DANGEROUS TURN ON THE COURSE

THE GRAND STAND IN PROCESS OF ERECTION

ONE OF THE WORST PLACES ON JERICO TURNPIKE
THE PRINCIPAL HIGHWAY LEADING TO THE COURSE

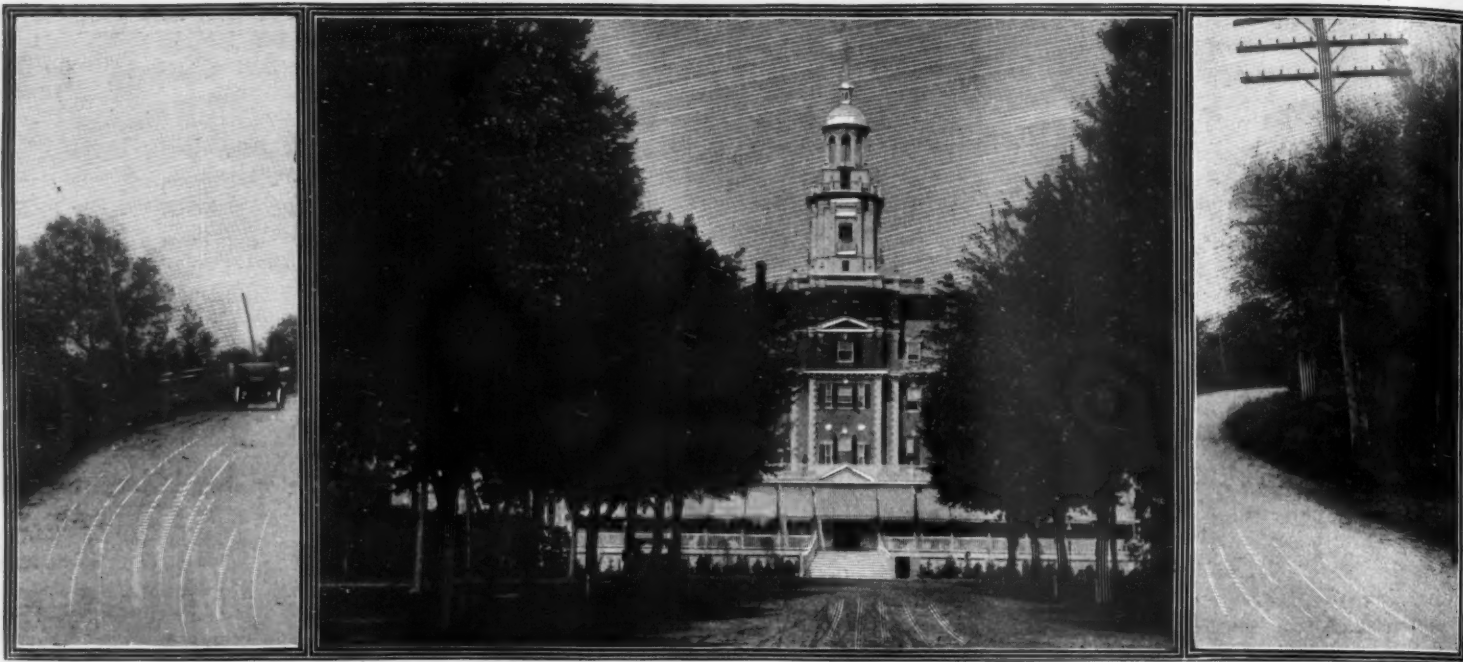
to the left into the town and consists of a ½-mile stretch of village streets. Leaving the town the road is none too broad but passable by two cars. Then comes open country with unfenced meadows on either side, brought to an end a mile out by a sudden turn hidden by bushes and trees, which is the entrance to the narrowest stretch of the whole course. A leader sticking stubbornly to the center of the road could give a pursuer a diffi-

culty to be a big job, but Mr. Vanderbilt and Mr. Pardington are confident that it will be finished in time. After bumping over the plowed highway we came to the finished road, a smooth surface with newly-laid top dressing. It is fairly broad here. It soon narrows again, though, and there are some nasty looking sand pits at the side. This narrow stretch, however, lasts for but a mile or so.

Swinging around a gentle curve we came

the tables in the dining room were occupied, chiefly by ladies. We assumed that the heads of the families, racing enthusiasts, no doubt, were in the city for the day. We inquired about the possibility of rooms and were given a polite ha-ha at the desk.

Lunch over we took a run over by Mineold and across the Westbury road with its memories of the amusing elimination trial fiasco of 2 years ago. The easy discovery of the



THE GARDEN CITY HOTEL, THE GENERAL HEADQUARTERS

"secret" course by a MOTOR AGE man and a couple of newspaper chums was laughed over again. Little did the writer think then that within 2 years a great international race would be run over a course in their neighborhood. We are progressing rapidly, though, and who knows but that in another year a victorious American team will have won the right to name the triangle for the Gordon-Bennett race of 1906?

Back to the course and over a bit of it already traversed and we were on the outskirts of Hemstead on the further side. A trolley line skirts the highway on the left but the road is so broad here that the tracks will not interfere with the going or even passing. The surface of the road is soft but smooth and the running is over gently rolling grades.

Struggling up a rather good grade as hills go on this prairie land section of Long Island we met a string of farm wagons returning from market. Lazarnick took a snap of the leaders of the opposition. This broad

highway continues clear to Queens. Near Queens we passed the mile of iron fence that shuts off the great race course that August Belmont is building. It is being constructed on a magnificent scale with parkland surroundings.

Just beyond here we came to the end of this side of the racing triangle, when the turn is made at Creed avenue to cross to the Jericho pike, the homestretch of the race. Lazarnick was taking a photograph of the old house that faces the turn and the scribe was noting the deep sand at the corner, through which the racers must plow their way to make the turn, when Wilhelm Werner drove up in Clarence Gray Dinsmore's big Mercedes.

All hands hailed him and seeing he was held up the big German stopped. Blue eyes, rosy cheeks and a blonde mustache were the features that peered through the racing headgear of the German giant.

Asked what he thought of the course he replied in French: "Mauvais." It certainly was mauvais, which is the French for rotten,

at that point. Werner stopped long enough to give Lazarnick a couple of fine camera shots and then waved his hand and was off again on his inspection tour.

Creed avenue is a narrow stretch of roadway cutting across the apex of the triangle made by the junction of the Hemstead plank road and the Jericho turnpike. After a minute or two of riding we reached its end. Just before the turn is reached one dives down a short hill, crosses two sets of railroad tracks by the Queens station, climbs another short hill and turns sharply to the right into the homestretch. It is the nastiest combination on the whole course for a racer. If two cars reach it at once and there is a scrap to get across the tracks and around the turn first there may be trouble.

We had now completed our circuit of the course and so headed homeward after a delightful day's ride in one of the smoothest running cars in the whole category of American automobiles, with two of the best fellows in the trade as our hosts.

THE FINAL PREPARATIONS

NEW YORK, Oct. 1—The Automobile Club of America was a Babel of Anglo-Saxon and Gallic tongues to-night. The air was redolent with genuine international aroma—a whiff of the atmosphere of a contest now but a week away, in which eighteen cars of Germany, France, Italy and the United States driven by one German, one American-Frank, two Franco-Americans, one Irish-American, one German-American, four Frenchmen and nine Yankees to the manor born will drive against one another ten times around a 30.24 mile triangle on Long Island for a challenge cup given by William K. Vanderbilt, Jr.

The drivers, entrants and a host of trade backers and personal partisans had gathered, as duly provided by the rules, to draw for starting positions in the contest. Tarte, Teste, Gabriel and Clement, of the French team, all of whom have won fame in the big European road races, were there. The one German, Wilhelm Werner, was absent, but was represented by

the gray-whiskered owner of his car, that cosmopolitan American racing enthusiast, Clarence Gray Dinsmore, of Paris, the A. C. A.'s foreign representation, and owner of the Irish race winner and the Jenatzy racer in the Homburg contest. There were no Italians on hand. Paul Sartori, who is to drive A. G. Vanderbilt's Fiat in the race, is a Frenchman. William Wallace, of Boston, a pseudo son of sunny Italy for the purposes of the race, was there, too, and hovered between the conference of the racing board, of which he is a member, in the library and the gathering in the assembly and grill rooms. W. H. Hurlbert, the New York representative of the Packard people, drew for Charles Schmidt and Mr. Southworth, of the Pope Motor Car Co., for H. H. Lytle. S. B. Stevens, Jr., who at the solicitation of his family is to resign his seat in the crack Ormond performer to A. L. Campbell, drew for his substitute. Save in these cases all the other to-be drivers were on hand to pull their own envelopes from Chairman Pardington's hat.

Others in the crowd that thronged the rather limited quarters of America's pioneer club were: M. Voigt and Count Diron, of Paris, who have come here to establish a C. G. V. agency; C. A. Duerr, of the Duerr-Ward Co.; Henry Goodman and John T. Fisher, who have in charge the arrangements for the handling of the Pope team in the race; H. M. Swetland, publisher of The Automobile; Sidney B. Bowman and R. E. Jarrige, who have entered cars; Mr. Moore, of the American de Dietrich Motor Car Co.; A. L. Picard, of the American Darracq Automobile Co.; Proctor Smith of Smith & Mabley; E. B. Gallaher, of the Richard National Agency; E. R. Hollander, of Hollander & Tangeman; A. G. Batchelder, editor of Motor; John C. Wetmore, American representative of L'Auto, of Paris; several officials of the Panhard & Levassor American branch; Cloris Bertrand, of the Clement-Bayard agency; Alfred Reeves, secretary of the Empire City track; Frank G. Webb, president of the Long Island Automobile Club; and a large

delegation from the weekly and daily press.

The meeting of the racing board preliminary to the drawing was a protracted one. This gave all hands a fine chance for fraternization, swapping lies and discussing chances. The visiting drivers were the center of attention. None save George Heath, an American, and Albert Clement, who put up a most intelligent bluff at it, spoke English. There were, though, plenty to speak French and interpret for them.

The MOTOR AGE man, blessed with a rag time smattering of the lingo, picked up from various visiting squads of Parisian bicycle invaders, was the envy of his journalistic confreres and the amusement, he fears, of the French cracks. None of the latter had ever visited this country before, save, of course, Heath.

Gabriel had been over the course and so had Clement. Both politely declared it was good and pronounced themselves well satisfied with it. Gabriel talked of 70 miles an hour, but whether he meant over stretches or for an average was beyond the linguistic comprehension of the writer. He said, though, it was better than the Irish course. Werner, whom your correspondent tackled this afternoon at the "rotten" Creed avenue turn, frankly pronounced it "mauvais," which means bad, gentlemen, if you please.

George Heath, a tall, distinguished looking man, affected full evening dress and looked the nonchalant clubman with rather a resemblance of Sir Thomas Lipton. Clement is a small, round and smooth-faced boy. Gabriel is little, too, and reminds one of M. Charley. There is nothing of the giant or rough and tumble look about him one would associate with the dare-devil par excellence driver of them all. Teste is moustached and a bit larger than Gabriel. Tarte is a little over medium height, is brune and wears a mustache like the rest. All save the dignified Heath were voluble and incessantly chatty. They all appeared to be in fine good humor and glad to be here, very glad, messieurs.

All this time "Willie K.," the cup donor, Chairman Pardington, and other members of the racing board—or rather, I beg pardon, gentlemen, commission, this time—were in conference behind closed doors in the library. An occasional peep through the door, as it was opened at times, discovered also James L. Breeze, S. M. Butler and William Wallace, A. L. Riker and E. T. Birdsall, the commission's technical advisors.

At last the door opened and Chairman Pardington announced that there would be a preliminary drawing to determine the order of the final drawing. Earlier in the evening it had been known that the drawing would be by individuals and not by nations, a rather illogical modus operandi, seeing that this is heralded as a team and not a free-for-all race. Still no one kicked and all seemed satisfied, so what's the difference?

Each envelope contained a number, which the contestant will carry, and a statement of the actual time of start based on 2-minute intervals from 6 o'clock in the morning. There had been some kicking by the visitors at the short intervals, but it had subsided by tonight. Cars will have to bunch and be passed at some time during the race and 2 minute starts will pretty well insure the last man being away before the leaders complete the first lap. There were also in each envelope an enlarged map of the course and full instructions to the drivers.

By a freak of fortune Wallace, who drew

first, drew the last start. The "13" superstition was officially recognized, by the way, by its omission from the numbers, so Wallace's ticket read "No. 19. Start at 6:34." Webb, of the Pope team, was fourth to draw, and drew No. 4. The suspense as to who would set the pace was soon relieved by Stevens, the sixth to pull an envelope, drawing No. 1 for Campbell. No. 2 was not drawn until Gabriel, the next to last man, picked it from the two remaining in the hat and left No. 12 for his compatriot, Clement.

Clarence Gray Dinsmore was full of superstition, vociferously rooting against drawing No. 6 and having a whole lot of hard luck stories to tell about that fateful figure. He was much relieved to pull No. 8, the first and a bit dubious when he drew No. 9 in the final draw.

"Nine is six upside down," laughed he, "I suppose we'll find out in due time what that means."

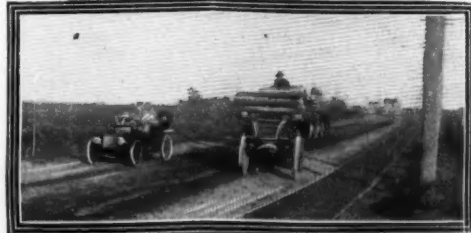
"Why, the diametric opposite of six, of course," chimed in the MOTOR AGE man. "You're a sure winner."

The drawing over there was a hasty scanning of the results.

"Gabriel will be first past the post," said Al Reeves, after a hasty glance. "He'll have a good lead after the first lap and who is there to head him off, with Heath five places and 10 minutes back, Werner seven places and 14 minutes behind him and Clement, Teste and Tarte way back in the rear bunch."

Save the unlucky Italians, who drew tenth and last places, the average distribution down the line was pretty nearly equal among the three other nations. The average order of start is: Germany, 8; United States, 8½; France 9½; Italy, 14. The Pope team was certainly lucky in drawing fourth and sixth, while the French have Gabriel as second starter and Werner seventh. Bernin, Clement, Tarte and Teste are eleventh, twelfth, thirteenth and fourteenth. It will be a case of a long, stern chase for the French with a single pilot pacemaker way out in front of them. Werner had half way good luck in drawing ninth. Still the contest is a race of time and not merely get there first. Some of the rear guard philosophers, despite the advantages of

GETTING OIL TO OIL THE COURSE



GABRIEL AND HIS MECHANIC
MEETING THE OPPOSITION

a clear road in front and fewer to pass, declare a late start with pacemakers forming a ladder ahead and a constant incentive to press on to be the best of the running.

On the basis of past performances, and laying patriotic prejudices and preferences aside, it would look as though soon after the completion of the first lap, Gabriel, Heath and Werner would be having a grand race of it in the lead for the honor of finishing first past the post and that the Clement-Tarte-Teste trio would not be by the intervening bunch much before the middle of the race. Schmidt and Croker are certainly booked for a long, hard, stern chase with the Gray Wolf and the Simplex. It must not be forgotten, though, that Sartori and the 90-horsepower Fiat and Bernin and Brokaw's new Renault 90 are dangerous combinations in the middle division.

There are many patriots, though, who are hoping against seeming fate that the Americans with their greater experience, at the comparatively rough going may win through this advantage or that the race may develop from among them a Yankee Fournier, an American Jenatzy or another Gabriel from little old U. S. Barring Webb's Pope-Toledo and Croker's Simplex, the American cars are overmatched in power, and good as they are, the American drivers must be confessed to be but novices in the game it is the purport of this race to teach them. The absence of Barney Oldfield, Earl Kiser and Carl Fisher, the peers of any of the visitors as drivers, will be bewailed many times between now and sundown next Saturday. Good pilots as Webb and Schmidt have proven themselves to be, Tracy and Lyttle have best touring cars and, of course, are hardly to be reckoned in the racing, however good their demonstration of these cars as fast roadsters may be.

Following the drawing there was another session of the commission, at the conclusion of which Chairman Pardington announced several modifications of the rules.

Outside of controls no limit will be set to outsiders assisting the crews of the cars in making tire repairs, though the putting on of new wheels will not be permitted.

Gasoline or oil must be put aboard outside of controls, but the crews of the cars may pour either in within the controls without penalization.

If repairs need to be made within controls to get cars outside of controls they may be made by the crews of the cars but will be penalized.

At the beginning of each control two tapes will be stretched across the road 25 feet apart. A car must come to a full stop between these tapes before its time will be taken.

There were on view tonight at the club the sealed metal boxes that are to carry the control time cards. They will be fastened to the car and taken possession of by the officials of the race at its conclusion. The European system is being followed.

The race will continue until 3 o'clock, after which no car will have its time taken and the road will be thrown open to the public.

Arrangements have been made by the Long Island railroad to run trains to Westbury station, which is within a mile of the grand stand, leaving Long Island City at 3:52, 4:45, 5:52, 8:42, 9:10, 10:32 and 11:12 o'clock. Boats connecting with these trains leave Thirty-fourth street ferry 15 minutes earlier. The 4:45 will be a special train for the race. All the rooms at the Garden City hotel were reserved long



ALBERT CLEMENT—CLEMENT-BAYARD
GEORGE ARENTS, JR.—MERCEDES
WILHELM WERNER—DINSMORE'S MERCEDES

ALONZO WEBB—POPE-TOLEDO
WILLIAM WALLACE—FIAT

C. G. DINSMORE

W. K. BROKAW IN HIS RENAULT
FRANK CROCKER—SIMPLEX
WALLACE AND HIS MECHANIC

ago. By the middle of the week it will be impossible to obtain lodging anywhere in the neighborhood of the course.

All roads entering the course will be closed at 6 o'clock on Saturday morning. Those desiring to view the race from different points in automobiles would do well to get within the racing triangle before that hour. There are view points and stations for packing cars along the full length of the course without limit.

OPPOSITION OVERCOME

Mineola, L. I., Oct. 4—A public meeting of the Nassau county citizens was held at the court house here today to act in the protest by some farmers against the granting of permission to use the course by the supervisors. There have been a lot of sensational stories printed the past few days, which have caused much alarm through fear the farmers might block the road with wagons on the day of the race or use

pistols, as threatened to stop the racers.

The result of the meeting was the complete vindication of the action of the supervisors. There were four speakers for the opposition and a host of witnesses for the automobilists. The meeting wound up without a single vote against the resolution of approval offered. Nothing now stands in the way of holding the race as was originally planned, and the farmers will be interested spectators, too.

VANDERBILT CUP RACE CONFETTI

GARDEN CITY, L. I., Oct. 3—There is something doing on the Vanderbilt cup course these days. Preparations for Saturday's race have now reached that acute stage when everybody is wondering whether or not they will be completed. For this is the first experience of the American Automobile Association or any other American promoter with a race of this magnitude. It is borne in upon Chairman Pardington and his helpers that it will not do to make excuses after the race has been run in case anything goes wrong which can be charged to the management. The plans must be formed with precision and carried out to the dot. It is agreed that the only standard to be followed is the Gordon Bennett race, and yet admitted that the arrangements for the present contest will fall far short of what was done in Germany this year or even of what was done in Ireland.

The problem of having a perfect or approximately perfect running surface for the cup cars is a question which has kept everybody jumping for the past month. Now with 5 days intervening, it is as much a problem as it was then. There are a hundred men at work

on the 30.24 miles of uncontrolled highway and Mr. Vanderbilt, who goes over it daily in his racing car, believes or affects to believe that it will be in shape at 6 o'clock on the morning of October 8 when the first pistol shot rings out. Mr. Pardington asserts the same, though his statements must be taken as coming from one whose business is to be optimistic no matter what may befall. The facts are that there is a stretch of roadway of about two miles on the Bethpage-Hemstead turnpike which has practically been rebuilt. This stretch of road was ready for the roller today and the question is whether 5 or 6 days' rolling will put it in shape. At other places along the course, there are many holes in the roadway. Some of these are as large as 5 feet in diameter. Most of these bad holes are in that portion of the road which is in New York city and there is no hope of having these repaired. The race promoters offered to expend \$2,000 on these roads, but the powers that be said that it could not be done and that if it was attempted, arrest would follow. At other points there have been repairs and these are still going on. For the most part these consist in

the throwing of great chunks of mud and turf on the crown of the road and having a roller break them down. How efficient this method of treatment will be remains to be seen. It would seem to be open to some criticism, for the dead grass mats the whole together and leaves it slightly bumpy in places. There are parts of the reformed road where it is now possible to run without a Truffault suspension, with safety to the driver.

The saturating of the roads with crude petroleum has gone steadily forward until at this writing there are only about 10 miles of the course which are not oiled. The oiling is done in a strip wide enough to provide a running track for the racers. It serves to guide the way and will help in steering. The men who have been trying out these oiled roads this past week have found it anything but pleasant to blaze a way over the reaches where the oil is fresh. The dust-settler does not soak in at once. In every little depression a puddle forms and the wheels splash through this, a perfect rain of oil-mud flies into the car. Some of the drivers and helpers who drew up to the garages after the half-hour

spent on the road looked like workmen in a dye factory. And how it does stick! There is no question that the oiling will be done on schedule time. In some cases the road will have to be gone over again by the sprinkling carts, but this will be where the road has been repaired after oiling.

Practically all the racing machines entered are now on the scene. Most of them have garages either on the line of the circuit or within it. Those which are not at hand are expected within the next few days. In such cases as the Renault of W. G. Brokaw, to be driven by Bernin, and the de Dietrich of Gabriel, the custom-house is responsible for the delay. But these men are driving over the course in touring cars when their own racing cars are not available, for the scrutiny of the conditions is the first care of every man. The turns are all bad, that is admitted, but most of the drivers take the view of them expressed most forcibly by Clement, who said: "Peste! They are vile! But they are as fair for me as for any other." The foreigners seem to accept the conditions without question. To Heath and Tarte and Werner and Sartori, it is only one out of the long round of races. The American drivers, as a rule, have not had the experience and there is a certain excitement about it to them which is wanting in the more seasoned drivers. But these men have left no stone unturned. They know the road in its every detail. Arents has driven it for 5 years and actually knows more about it than any other. Croker has driven over the course for 2 years. Wallace has been making a close study of it for the past 2 years and Webb for a week. Heath, Schmidt, Tracy and Hawley will have to put in the hardest work. Wallace thinks that condition has much to do with it and is giving much time to physical training. None of the other drivers are caring much for this detail. They seem to be more interested in their cars than in themselves. The manner of training on the part of the drivers is as different as are their machines. Arents drives twice around the course each morning. Werner goes out at about 10 o'clock each morning and often at 3 in the afternoon. Webb begins soon after breakfast and makes one long heat of it. The rest depend more on the dictates of their fancy or regulate their practice by the most economical division of their time. All give the most scrupulous attention to the condition of their cars, and of course know by ear when anything is not exactly right about them. In appearance they range from the chunky Webb and the boyish Clement to Werner, built like a brigadier, and Heath with his 6 feet 2 of magnificent manhood. Some of the Frenchmen look the least like drivers when seen about the hotels or on the streets. Some, like Gabriel, are natty of dress and even handsome. Others are as careless as careless can be about their appearance and dress. Teste smokes cigarettes and Werner a big German pipe of wechsel. Most of them are abstainers, at least when in training for a race. The Frenchmen seem the most nervous but in their cars none of them know what nerves are. The American drivers on the whole look more like drivers than the foreigners.

At several points along the line there are specially good vantage points where the race can be seen. The grand stand is of course the first point thought of. This is at Westbury, where the race starts and finishes. It is all

THE STARTERS IN THE VANDERBILT CUP RACE

NO.	DRIVER	CAR	ENTRANT	REPRESENTING	START
1	A. L. Campbell	60-horsepower Mercedes	S. B. Stevens, Jr.	Germany	6:00
2	M. Gabriel	90-horsepower De Dietrich	R. E. Jarrige	France	6:02
3	Joseph Tracy	30-horsepower Royal	Duerr-Ward Co.	United States	6:04
4	A. C. Webb	90-horsepower Pope-Toledo	Pope Motor Car Co.	United States	6:06
5	George Arents, Jr.	60-horsepower Mercedes	George Arents, Jr.	Germany	6:08
6	H. H. Lytle	24-horsepower Pope-Toledo	Pope Motor Car Co.	United States	6:10
7	George Heath	90-horsepower Panhard	Panhard & Levassor	France	6:12
8	E. E. Hawley	60-horsepower Mercedes	E. R. Thomas	Germany	6:14
9	Wilhelm Werner	90-horsepower Mercedes	C. G. Dinsmore	Germany	6:16
10	Paul Sartori	90-horsepower Fiat	A. G. Vanderbilt	Italy	6:18
11	M. G. Bernin	90-horsepower Renault	W. G. Brokaw	France	6:20
12	Albert Clement	90-horsepower Clement-Bayard	S. B. Bowman	France	6:22
13	M. Tarte	90-horsepower Panhard	Panhard & Levassor	France	6:24
14	M. Teste	90-horsepower Packard	Panhard & Levassor	France	6:26
15	Charles Schmidt	30-horsepower Packard	Packard Motor Car Co.	United States	6:28
16	Frank Croker	75-horsepower Simplex	Frank Croker	United States	6:30
17	Isidor Wormser, Jr.	60-horsepower Mercedes	Isidor Wormser, Jr.	Germany	6:32
18	William Wallace	90-horsepower Fiat	William Wallace	Italy	6:34

taken, 480 seats at \$5 each and eighty-three boxes at \$50 the box. The extra three boxes were squeezed in at the last minute. The boxes are arranged in four sections.

Another large stand is rising today about 2 miles from the official stand. Here the seats sell for \$3 and the boxes for \$25. Already a large number of these have been taken. This stand is in a commanding position and as the holding of seat checks in it includes a bus from the nearest railway station, it is pretty apt to be full. There are also many spots along the Jericho road where one can see a mile or more of the course. Some of these are under the shade of spreading trees and some are in the open. Much will depend upon what the weather is. If it is clear and sunny the shade will be welcome, for it is still warm at midday. If cloudy and windy, the open spaces will be more crowded. It is estimated that fully 25,000 people will see the race. All but about 5 miles of the course is fairly accessible to travelers from Brooklyn, either by trolley or steam road. Many will wish to go to the scene of the contest on the night before. If such expect to get quarters for the night, they will

be greatly disappointed unless they can engage rooms now. All the little

hotels and roadhouses in the vicinity of the course are reserved to their limit and each day the farmhouse accommodations are being taken. Eleventh hour visitors will have to sleep in the fields. The Garden City hotel is the largest in the region. It has a capacity of over 500 people and is half full of regular guests. The remaining rooms were all taken 2 weeks ago and the management has filled all the cottages surrounding the hotel which are available. This hotel, on the night of October 7, will contain the most notable gathering of enthusiasts ever known in the history of automobilism.

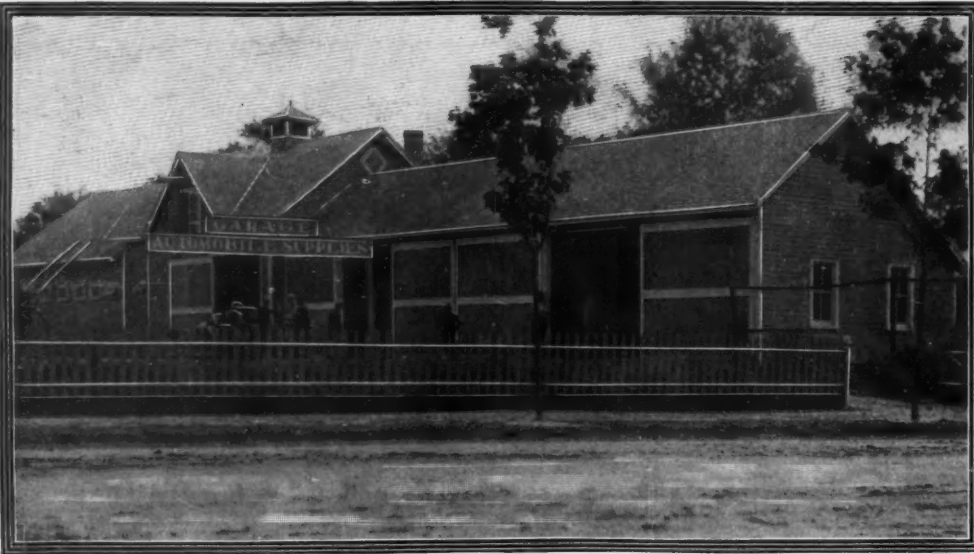
Each of the companies whose cars are represented on the entry list will have from three to five special control-garages on the course. Most of these are located near the official controls and each will have a number of mechanics on hand to cater to the cars if anything goes wrong with them. The tire firms will also have private controls in marquees erected all along the course. Here the experts will wait for a car to limp up and the work of replacing punctured tires will be done as has never been done in America before. One concern will have men with pails of water to throw over the tires whenever the cars stop. In some cases the companies are having rehearsals so that every man on duty will know just what is expected of him.

The inhabitants of Nassau county, wherein lies most of the course, are in the main a reasonable people. Many of them belong to the very wealthy class and these, of course, are strongly in favor of the race. The great majority of the small truck-farmers who live along the line of the course and others whose homes are on or near it, are also in favor of it. Indeed so strong was the sentiment for the race that the board of supervisors of the county passed without question a resolution giving permission for the American Automobile Association to use the roads for speed trials on the date mentioned. It was only after this permission had been passed, signed, sealed and delivered that there began to crop up objection to the plan. A protest was quietly circulated and 238 signatures were appended. This protest, delivered to the board of supervisors last Wednesday, reads thus:

We hereby enter our protest against your giving the county roads away for the use of the automobile association or any other purpose and give notice, warning all persons against the use of the roads set aside for the speed trials from 5 a. m. to 3 p. m. on October 8. We are at a loss to understand by what right the supervisors, elected by the people of Nassau county to care for their interests, can wilfully and with knowledge of the great loss to the residents of the county, give away such privileges. Unless we hear from you at once, we will take other means to uphold our interests.



A NATIVE LEARNS OF THE RACE



THE GARAGE WHICH IS HEADQUARTERS FOR SEVERAL TEAMS

In the matter which is of importance to us.

The board, after considering the matter, and on the earnest advice of the race commission, which desired to deal fairly and squarely with the people, decided to give the objectors a chance to state their case and issued the following letter:

In response to the application of certain citizens of the county asking why the board of supervisors had given away the use of the country roads to the American Automobile Association, the board begs to inform the public:

First, that it has not given away the use of the roads to any person.

Second, that in granting the automobile association permission to use certain highways for speed tests, the board of supervisors granted to the automobile association such privileges as come within the scope of the authority delegated to the board by chapter 538 of the laws of 1904.

Third, that all persons have equal privileges to use for any lawful purpose the roads set apart for speed tests on October 8, 1904.

Fourth, that those who enter motor vehicles for the October 8 speed tests on the highways set apart for that purpose are privileged to disregard the statutory speed limit between the hours of 5 a. m. and 3 p. m. All other persons are subject to the statutory speed regulations.

Fifth, the automobile association has contracted, at an expense of \$5,000, to saturate the highways set apart with raw petroleum. This will certainly lengthen the life of said highways from 3 to 5 years.

Sixth, these races are the first of their kind to be held in America. It is a tribute to our road system that portions of it have been selected for holding this race. It will make Nassau county one of the most talked about localities in the country. Thousands of strangers will see the advantages we have to offer, perfect roads, beautiful scenery, pure air and water, good schools and what is all important, an orderly, law-abiding community, open-minded and liberal-minded enough to be willing and gladly willing to share our blessings with others. Home-seekers will come, investments will follow, and the work so happily inaugurated when we built our stone roads, of making Nassau county a community of homes, will be advanced. Will the people of Nassau county have it said that we are so narrow-minded and so selfish that we are unwilling to share for a few hours with the world at large the enjoyment of all those bounties with which we have been so generously endowed? The board thinks not, and to the end that we may show how broad and liberal is the spirit of our people, the board will welcome and exchange views on this subject, at the chambers of the board, Tuesday, October 4, next, at 10 a. m.

So the matter stands. The hearing tomorrow, it is understood, will be quite thorough, but it is not expected that the supervisors will change their minds. The implied threats to go to the courts will be of no avail, for both the board and the race commission are sure of their legal points. It is understood that the

small tradesmen in the villages are the chief objectors. They claim that they will not be able to deliver their orders on Saturday and this will be a hardship. As a matter of fact, they will be able to sell more to the special visitors of the day than they would ordinarily sell to their regular customers.

The changes made in the rules, allowing cars to have as much help as they need in making repairs and adjustments so long as this is done in running time outside the controls are practically the only changes in the association's regular rules which will be allowed. The 2-minute start is considered a good thing, as it will result in getting the last car, that of Mr. Wallace, away before the first cars have completed the first lap. To a bird perched high in air the race will look like a merry-go-round from the minute it starts until the finish.

The judges and starter and the other officials of the race have not all been named as yet. Those who have been apprised of their appointments are figuring out the many unmentioned details of management. Some of the plans already decided upon have been stated by Chairman Pardington in a recent bulletin:

To prevent the troubles incident to reporting by telephone which occurred during the Gordon Bennett race in Germany, the committee has placed the arrangements for telephonic communication in the hands of the New York and New Jersey Telephone Co., which has assigned an engineer to work out the details. The timers are to have their

own telephone system connecting the official stand with the timers located at the two controls, one at Hicksville and the others at Hemstead.

In addition to this elaborate system, the judges are to have a system for their own use, connecting with various points on the circuit, particularly at the four turns—Jericho, Plain Edge, Queens-Hemstead and Queens-Jericho. The judges and checkers at these points are to be provided with portable telephones, through which they will be enabled to instantly report to the judges and referee the passage of cars and any other matters which require official sanction or ruling.

These systems will require about 500 miles of wire and a large number of telephone instruments especially adapted to meet the needs of the commission and officials. To guard against breakdowns, four inspectors and repair men mounted on motor bicycles are to be located at each of the turns.

The course immediately in front of the grand stand and official pavilion is to be kept absolutely clear. No person but the starter and the two technical advisors will be allowed to approach any car before it starts. This precaution is taken to prevent the possibility of accident in the presence of the occupants of the stand and boxes. To avoid confusion, only one car will be brought up to the tape at a time, which as soon as it shall have been sent away will be replaced by another, and so on until the last one shall have departed. Upon the departure of the last starter the space in front of the stand for about 400 feet will be kept entirely free of pedestrians. None but officials will be allowed to cross the course, and they only on proceeding to one end or the other of the reserved space. This rule will be strictly enforced by building a fence, supplemented by deputy sheriffs with full authority to arrest.

Spectators expecting to reach the stand after the start at 6 a. m. must, if in cars or other vehicles, go from Jamaica via the Merrick Road to Rockville Centre or Freeport, thence north to Hemstead, through the 6-minute control at this point; thence to Garden City, Mineola, past Fair Grounds and thence to Westbury. The stand and boxes are within a mile of the railroad station at Westbury. A road runs close to the stand. Arrangements to park cars in a vacant lot nearby are being completed.

Others to be settled are the multitudinous duties of the assistants to the clerk of the course, the manner of getting the news from distant points of the course for the information of the press representatives and the method of taking care of photographers and others. It is also a question whether the policing has been arranged in such a way that there will be no confusion. There are those who fear on this point, but as Mr. Vanderbilt puts it, "the common sense of the American people will help to make the thing a success."

All of which may be true, but if "common-sense" doesn't happen to prevail, road racing in America will have a set back.



THE CLEMENT-BAYARD STUCK IN MUD ON THE WAY TO COURSE

OLDFIELD THE STAR AT PITTSBURG

Pittsburg, Pa., Oct. 1.—Three years ago an automobile race in Pittsburg was unheard of. Two years ago local drivers were beginning to enjoy occasional spins around the boulevards. Last year a few meets were held for the purpose of affording the owners of automobiles a chance to test the speed of their machines. But last week the real automobile race, hair-raising and having all the charm of novelty about it, was introduced in the Smoky City. On two successive afternoons, Friday and Saturday, fully 5,500 people, decked out in the gayest costumes of social form, rushed to Brunots island, 3 miles below the city on the Ohio river.

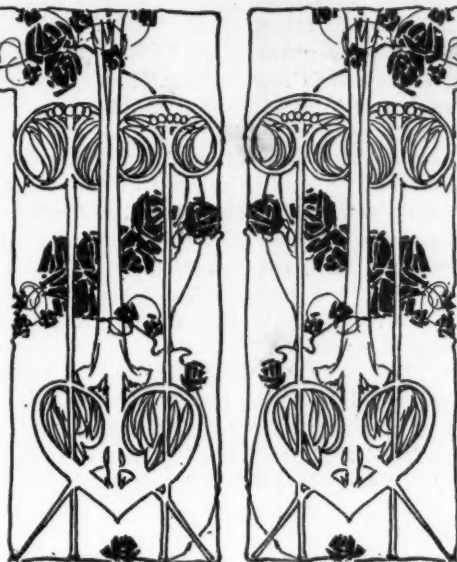
This place, which has been all summer the resort for the swellest gatherings of society sport lovers, never had a more attractive or more enthusiastic crowd than at the automobile races last week. The great grand stand was packed with the first families of the city. Automobile cranks rushed up and down the track like boys on a Fourth of July. Music, megaphones, horns, yelling and a perfect pandemonium of noise from the spectators whenever an exceptional good run was made left no chance for dull sport. It is safe to say that no event ever held on the island has been so thoroughly enjoyed as the first great automobile meet arranged by the Automobile Club of Pittsburg.

Both afternoons the local pleasure steamers were crowded to the rail time after time with people going down from the city. Every ferry boat and launch within 2 miles of the island was working overtime carrying passengers from the landings to the track. Local trains dropped off large crowds of visitors at all near-by stations to get across the river channel as best they could. Dozens of costly cars could be seen on both sides of the river for a stretch of a half mile waiting for their loads of pleasure seekers who had gone to the island for the liveliest afternoon's sport they had ever witnessed.

Nothing had been left undone to make the 2 days a rare period of pleasure for the crowds. Even the local weather man was taken into the councils of the local club officials and was made to put up the best article of autumn weather he had in his shop. Under the capable leadership of W. C. Temple, of the local club, the details of the meet were arranged so well that not the slightest friction occurred.

Barney Oldfield was of course the star performer in the show. In the face of a wind that threatened to overturn all the launches on the river Barney rode up leisurely and received a great ovation. The 5-mile exhibition was run when the wind was blowing almost a gale. The first mile of this was made in 1:02½, second in 1:01½, third in 1:02½, fourth in 1:02½, the fifth in 1 minute flat. This made the 5 miles 5:09½. In the fifth event, the 5-mile race, Oldfield again won with a Peerless 24-horsepower machine, making the distance in 6:37¼.

The last event of the day was a 5-mile handicap with sixteen entries. This race was split into two heats, eight machines going in each. The first two in each heat reached the finals. Oldfield won the race, going the distance in



1:02½. The final heat of the handicap was won by Oldfield in 5:47. Preceding the handicap Barney made an exhibition 3-mile run, but on account of the high wind could not beat his first time. The first mile of this run was made in 1:04, the second in 1:01, and the third in 1 minute flat, making 3:05 for the 3 miles.

The entry list in the races was a long one and it required the best of judgment to get the machines safely away on the rather narrow track. Fortunately no accidents occurred. Local honors the first day were easily borne by George E. Turner, who created a decided sensation when he appeared on the track with his face and head plastered with surgeons' patches, the result of a serious accident in Allegheny a few days previous. Mr. Turner drove a Peerless and captured two events. George H. Flinn won the 2-mile race for automobiles up to 9 horsepower. A good showing was also made by W. C. Temple in a touring car in the 5-mile handicap, winning the first heat. Other members of the local club made excellent showings and kept up with experienced drivers like Webb Jay and E. H. Beldin. Friday's summary:

Five miles, machines 24 horsepower with road equipment, no passengers—George E. Turner, Peerless, won; W. N. Murray, Peerless, second. Time, 6:45½.

Two miles for machines up to 9 horsepower, full road equipment, no passengers—George H. Flinn, Peugeot, won. Time, 3:51¼.

Ten miles for stock touring cars, up to 35 horsepower, road equipment, no passengers—George H. Turner, Peerless, won; W. N. Murray, Pope-Toledo, second; William Soules, White, third. Time, 14:14.

Five miles, machines up to 16 horsepower, road equipment, no passengers—Webb Jay, White, won; A. L. Banker, Pierce, second; W. P. Murray, Franklin, third. Time, 8:35.

Five mile open—Barney Oldfield, Peerless Green Dragon, won; Webb Jay, White, second; E. H. Beldin, Pope-Toledo, third. Time, 6:37¼.

Five mile handicap—Barney Oldfield, scratch, won; George E. Turner, Peerless, 10 seconds, second; G. Ferrier, Pierce, 1:30, third. Time, 5:47.

In Saturday's races Oldfield sent the Green Dragon around the mile course in 59½ seconds at first. Not satisfied with that he let out another kink and made the mark in exactly 58½ seconds in spite of a high wind,

and with a 24 horsepower machine he covered 10 miles in 10:50½. In addition he was in two events, one for 5 miles and one for 3 miles. His racing in the last event of the day was sensational in the extreme.

The first event of the day was a mile race for automobiles up to 24 horsepower. This was won by O. E. Vestal. Webb Jay drove the White steamer for Mr. Vestal. The second event was a mile race for automobiles up to 9 horsepower and was won by a Cadillac machine in 2:13¼.

In the third event was finished one of the big features of the 2-days' sport. Each man had to pick up a lady at the judges' stand after going a mile. Then the driver had to start and complete another mile, the first to the wire winning. Four machines were entered and O. E. Vestal won in a White. Vestal also won the fourth race for cars up to 16 horsepower. At the end of this race Oldfield came out to make a 5-mile exhibition. He made the first mile in 1:04½, the second in :59½, and third in :58½. He was going at good speed on the backstretch for the fourth mile when the Green Dragon began missing in two cylinders. He managed to finish the mile in 1:03½.

Oldfield was called out at the end of this for the 10-mile race for cars up to 35 horsepower. He came out with a Peerless, 24 horsepower, and won in one of the hottest races of the day, his chief opponent being Turner, who put up a splendid race. The time for each mile was 1:09½, 1:03½, 1:04½, 1:06, 1:06½, 1:06½, 1:03½, 1:03, 1:04. In his 3-mile exhibition Oldfield got under the minute mark every time.

In the 5 mile handicap the race was divided into three heats, the two first drivers in each heat to compete in the finals. Six cars were entered in the first heat, four in the second and three in the last. Oldfield was in the last heat on scratch and won from the White machine by four lengths. The summary:

Two miles, machines up to 24 horsepower, road equipment—Webb Jay, White, won; George E. Turner, Peerless, second; Edward Kneeland, Pope-Toledo, third. Time, 2:46.

One mile, machines up to 9 horsepower, road equipment—D. P. Collins, Cadillac, won; George Flinn, Peugeot, second; J. A. Piatsch, Stevens-Duryea, third. Time, 2:12½.

Two miles for touring cars—Webb Jay, white, won; G. E. Turner, Peerless, second; Edward Kneeland, Pope-Toledo, third. Time, 3:14.

Two miles for machines up to 16 horsepower—Webb Jay, White, won; George Stranahan, Franklin, second; A. L. Banker, Pierce, third. Time, 3:35.

Ten miles for touring cars up to 25 horsepower, stripped—Barney Oldfield, Peerless 24 horsepower, won; G. E. Turner, Peerless, second; E. H. Belden, Pope-Toledo, third. Time, 10:40½.

Five mile handicap—Barney Oldfield Peerless, scratch, won; Lester Wilson, Pierce, 1:50, second; Webb Jay, White, :25, third; W. N. Murray, Franklin, 2:20, fourth. Time, 5:25½.

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In this day of "stunts" there is a considerable desire on the part of automobile manufacturers to secure daily newspaper publicity. In many cases this is readily accomplished, but in the cases of many papers in the larger cities it is difficult. Scores of first-class daily papers have the positive rule that reading column matter shall not contain trade names or other mention that creates advertising value. It is almost impossible to offset this rule. In some cases it is useless to try.

Without entering into a discussion concerning the fitness of barring the trade name from an article relative to the performance of some automobile, to which great credit is due on account of that performance, it would be well on the part of manufacturers engaging in record breaking and similar affairs to consider carefully the question of how to secure the best advertising results without attempting to break this existing rule of daily papers.

There is one method of making profitable advertising out of a notable performance that is sure and readily accomplished, regardless of editorial rules. This method is to let the news story of the performance go all the way through as a straight news story of the doings of the men engaged in the affair, without effort to secure the bonanza of mention of the trade name of the car or manufacturer.

Immediately the facts in the case are published broadcast as a news occurrence, it is then up to the manufacturer to take advertising space in the papers, telling the public the name of the car which accomplished the feat.

In this way daily papers may in many instances be induced to give the story more space than if it is brought to their attention as an advertising affair. When a daily paper gets hold of a good story it is very liable to treat it more generously if there is no advertisement apparent in it than if it reads "ad" in the lines or between them.

Consequently there is not only the likelihood in trying to foist advertising stories upon the daily papers that the advertising features will be cut out under any circumstances, but also the further liability that the story as a whole will not be treated with the importance that would be attached to it if it were brought to the attention of the paper as the story of a

straightforward sporting occurrence. MOTOR AGE knows of several papers whose policy it is to promptly discard any news story sent them which bears the stamp of advertising. Other papers are more generous and let it go at cutting out the advertising features. Briefly, there is the danger in seeking too much of not getting anything worth while.

The direct method of advertising a car's performance in the reading columns of daily papers is difficult, except when worked under the high pressure of great advertising space as a return compliment, and even this does not avail in the case of some papers. The indirect method is surer and in the long run may not be much more expensive.

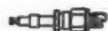
An illustration of the procedure in this method would be in the case of the performance of a racing machine which proves very successful at a big race meeting. Suppose the driver of the car is, say Bill Jones, well known as a race driver, and that the car is nicknamed the Blue Bird.

All of the papers will readily print the fact that the race was won by Bill Jones driving his famous 90-horsepower Blue Bird. All of the papers will not print the fact that Bill Jones won the race on his Simpkins Blue Bird.

Consequently the thing for the Simpkins company to do is to allow the name Blue Bird to be played up for all it is worth in the reading columns of the daily papers, and then take advertising space in the same paper announcing the fact that the Blue Bird racer which Bill Jones drove to victory is a Simpkins car, to which announcement any other good advertising talk may be added effectively.

There may be adroit ways in which a clever press agent can secure the publication of trade names. But this is not sure, and attempts at it in the case of occurrences in the securing of publicity for which there is not time for slowly developed results, may end in failure; whereas the other method is sure of immediate effective results.

The whole matter is an interesting one for advertisers and is worthy of study.



For the first time in many months there was a small decline in the value of automobiles exported from this country during a single month, the latest compilations showing a value of \$168,303 for the month of July last as compared with a value of \$171,132 for the same month of last year. On the other hand the exports of automobiles during the 7 months ending July reached a valuation of \$1,322,499, as compared with \$1,049,311 for the 7 months' period of 1903 and \$786,137 for the first 7 months of 1902.

The above figures seem to well establish the fact that American automobiles have reached a point of excellence which commends them favorably to foreign customers. And this brings to mind the fact that the secret of success in foreign trade, as in business here at home, is close touch with the customer, acquaintance with him, knowledge of his methods, wants and peculiarities.

If one desires to do business with a man he must get close to him. After trying to do foreign business at long range for some time home manufacturers have learned that the better plan is to get close to their customers—to go where they are, and also to bring them here.

The success of the English, German and French manufacturers, who have shown themselves to be among the keenest traders in the world, is due to their acquaintance with their customers, their familiarity with every condition in the market where they trade.

Manifestly, to create a demand for a production American manufacturers must study the markets to which they wish to sell goods; they must conform to the needs of the same, even in details which may appear trivial. Competition to be effective must be as nearly as possible inoffensive and undemonstrative. Never boast of success until it is well achieved.

"Prices talk," is an old motto, but even against favorable prices prejudice frequently wins. Overzealous efforts often result in markets closed by imperial decrees or legislative action in response to the demand of some section of the people, when steady, well-directed, but less noisy measures would not only have retained, but even strongly developed the demand already existing.



If our automobile styles are to continue to follow the European styles, and it is probable that they will do so for at least a while, it is noticeable that there is a radical shifting of design in Europe which has not been closely followed here. Hence there is a likely chance that the next national shows will present a line of automobile body designs which will be something of departures from the styles of this season, and which will be in emulation of the latest European fashions.

This change will consist in the substitution of straight lines and straight line effects for curves.

Such a change implies a straightly built body instead of the at-present popular Roi des Belges pattern.

All of the latest photographs and drawings received from European body and car builders by MOTOR AGE show that by far the majority of all bodies—regardless of their particular pattern, that is, whether they be side or rear entrance tonneaus, surries, etc.—are built upon designs in which straight lines give the general form.

There may be minor curves to soften the design and prevent it from possessing a startling angular effect, but the big, sweeping curves which give the actual shape to the body are missing, and likewise the necessarily expensive and somewhat heavy body structure, which is replaced by a light, straight formation of easy and of less expensive construction, whether of wood or of aluminum.

The European popularity of straight lines does not mean that there is a lack in elegance. It is simply a shifting of style, just as in the cutting of garments. It may be that it is advisable from a manufacturing standpoint, but whether or not, it is just now "the thing." The remaining question is that to be answered at the next shows—will it be followed broadly in this country?



QUAKERS ENJOY RACING

Mercedes Machine Unable To Make Up a Minute on a Pope-Toledo in 5 Miles—Other Events

Philadelphia, Pa., Oct. 3.—Saturday's races at the Point Breeze track, held under the auspices of the American Automobile Association, were the most interesting ever held in this city. While there was not such an array of talent as at the recent Empire meet, the sport was exciting.

There were two features at the meeting—the fine driving of H. H. Hawley in the E. R. Thomas 60-horsepower Mercedes, and the good showing made by the Pope-Toledos, which at times made things lively for the big German car. It was generally thought that with a difference of 36-horsepower in its favor the Thomas car would simply run around the American cars, but it developed that the 24-horsepower Yankee cars were fast and could hold their own against much more powerful machines.

The first event was a 5-mile race for touring cars of 24-horsepower or under, with full touring equipment, carrying four passengers weighing at least 140 pounds each. The winner received the pretty silver cup offered by Banker Brothers. There were only three starters, a Winton, a Peerless and a 24-horsepower Pope-Toledo driven by Frank Yeager. Something went wrong with the Winton machine before the first quarter of a mile had been completed, and the Cleveland car dropped out. The Peerless went well, but the Pope-Toledo went better and was faster, so that at the end of the first mile there was a big gap between the two. A few yards past the mile the Peerless dropped out and it became a walk over for the Pope-Toledo, which finished the 5 miles.

Three Indian motor cycles finished one, two, three in the motor cycle event, which was closely contested. The winning machine, a 1½-horsepower, was ridden by A. Wicknick, the second by Edward Broomfield and the third by J. E. Barranger.

A 10-mile race for machines of any power, weighing from 881 to 1,450 pounds, was uninteresting owing to the dropping out of most of the competitors. The event was won by the 10-horsepower Ford car driven by William Mullin. The 8½-horsepower Cadillac driven by Edward Wilkie was second.

Tom Fetch in the non-stop Packard started on a 5-mile exhibition which he covered in 8:19.

The great event of the afternoon was the 5-mile Point Breeze handicap, free-for-all. It was run in two heats and a final. In the first heat the 24-horsepower Pope-Toledo, driven by Frank Yeager, with 1 minute handicap, won from the 60-horsepower Mercedes driven by E. E. Hawley, which started scratch. Few among those who were at the track thought that there would be even a mildly exciting contest, but the battle between the American and the German cars was grand. It was closely contested and while the bigger car made up time on every lap, it was unable to make up the entire 60 seconds. Yeager's time was 6:08.

The second heat resulted in another victory for a Pope-Toledo. Charles drove the 24-horsepower machine and won easily from the 24-

horsepower Peerless, which was driven by E. S. Morton. Both the winning cars in the two heats were stock machines, and their owners had been using them for tours during the last 6 months. The final was even of greater interest, as the two Pope cars ran within a few yards of each other during several laps, while the Mercedes was vainly attempting to overtake their handicap. Soules won the race but it was conceded that he gained the advantage principally because his car was entirely stripped, while Yeager's was almost in the same condition as when it is used for a tour. The Peerless was fourth.

The 10-mile exhibition by Edward E. Hawley, in the 60-horsepower Mercedes car, was the only other event of the afternoon. The 10 miles were covered in 11 minutes 35 seconds, and the fastest mile in 1 minute 8½ seconds.

"My opinion," said a local dealer, "probably expresses that of other dealers when I say that the trade will gain by the meeting and will be better if such events are held more often. It enables many people to get interested in automobiles who otherwise may not stop at a show window to look at them."

ITALIAN MOTOR CYCLE EVENTS

The Italian motor cycle championships were run September 18 and 20 on the Umberto track in Milan. The championship for machines of unlimited weight was won by Monasserolo, on a 12-horsepower Merchand, who covered 10 kilometers—6 1-5 miles—in 7:20½, going one lap—¾ mile—at the rate of 62 miles an hour. A 16 and a 14-horsepower Peugeot were second and third. Guippone, on a 6-horsepower Peugeot won the championship for light machines, covering 3½ miles in 3:39½. The long distance championship for light machines was also won by Guippone, riding a 4-horsepower Peugeot. He covered 100 kilometers—62½ miles—in 1:25:11½. The championship for touring motor cycles consisted of a 100 kilometer endurance run, followed by a 10 kilometers race on the track. It was won by Rigal, on a Fafnir, who covered the 10 kilometers in 8:50½. All told about thirty-five machines took part in the various events.

PENALTIES BOUGHT PRIZES

The reliability trials for members of the Auto-Cycle Club of Great Britain and Ireland were run September 15 and 16. The conditions were that the daily run must be made within a minimum and maximum time schedule and for each stop made outside of the luncheon and dinner controls a starter was fined 1 shilling, while the last man each day was fined 5 shillings. The money thus obtained, with a sum given by the club, served to buy prizes. The distance of the first day's run was 152 miles, the maximum time allowed, inclusive of meal stoppages, was 12¼ hours, the minimum time 9½ hours. The second day's run was 101 miles, with a maximum time limit of 8¼ hours and a minimum of 6 hours 10 minutes. All of the seven starters were fined each day.



GOOD MOTOR BICYCLING

Big Crowd Sees Events on the Garfield Park Track at Chicago and Becomes Enthusiastic

Chicago, Ill., Oct. 3.—The motor cycle race meet given by the Chicago Motor Cycle Club on the mile cement track at Garfield park last Saturday attracted the largest crowd that had assembled at the old track since the time of the last important bicycle races were run there 4 years ago. Probably 2,500 people attended. The members of the club were enthusiastic at seeing so many people and are confident that the time is not distant when motor cycle events will attract great crowds and when motor cycles will finally become more popular.

Two of the four events on the program were run successfully, while the third, an Australian pursuit race, was not finished and the hour race was not started. The first event was a 5-mile handicap, in which there were six starters—Frank X. Zirbes and St. Croix Johnstone, both scratch on Mitchell machines; Anthony Nichols on a Rambler and Grant W. Hunter on an Indian, 15 seconds; Frank Anderson, on an Anderson and W. P. Cook on an Indian, 30 seconds. Zirbes and Cook were the stars and during the last lap the former might have won. He made the best time, doing the 5 miles in 7:22, but Cook won the event.

Of much greater interest was the 15-miles handicap, in which there were twelve starters. Zirbes and Johnstone were again scratch, Nichols and Hunter had 30 seconds; Anderson and Cook, 1 minute 55 seconds; Edward Landgraf, on a Landgraf and J. A. Turner on a Special, 2 minutes; Melwin W. Morrison and Leonard J. Leininger on Orients, 2 minutes 30 seconds; William Koeppel on an Orient, 3 minutes 30 seconds and Carl J. L. Frischkorn on a Merkel, 4 minutes. These handicaps were well arranged. Zirbes was again the time winner, doing the 15 miles in 19:25. William Koeppel won, while Zirbes was second, and Cook third.

The Australian pursuit race was started but was stopped before it was finished. At the time Zirbes was leading, while Nichols was close behind him. The officers of the Chicago Motor Cycle Club decided to have the hour race run Saturday, October 15, at 1:30 in the afternoon. The championship for members of the club will be run that day, the distance being 10 miles.

Ira H. Whipple, secretary of the club, said: "We were somewhat in doubt that our race meet would be attended by a large crowd, but we certainly did not expect such a turnout, especially as there were automobile races at Harlem. I have the utmost confidence that the motor cycle trade in Chicago will increase if such meets are run often, but of course they must be well advertised and prizes offered, which will bring out many contestants. The club will endeavor to arrange meetings next season and hopes that Chicago will yet become as interested in motor cycles as it has been in bicycles. It is a great sport and it should become as popular here as in some eastern localities. While our roads are bad for automobiling, they are passable for motor-cycling, as the little two-wheelers can get through where a motor car often cannot."

GLIDDEN'S TRIP ON THE RAILROAD

Vancouver, B. C., Oct. 1.—Another new automobile transcontinental record of 155 hours' actual running time from the shores of the Atlantic to the Pacific has been accomplished. The car that made this phenomenal time is the 24-horsepower Napier owned by Charles J. Glidden, of Boston, Mass. In addition, it was the first transcontinental trip ever accomplished by an automobile running over a railway track and was brought to a successful completion by the arrival of Mr. Glidden and his party at Vancouver on Sunday, September 18.

Amid the cheers of nearly 2,000 people assembled to witness his arrival, Mr. Glidden pulled up the "Napier Limited" at the Central Pacific depot sharp at 2 o'clock in the afternoon—the hour scheduled for his arrival. Leading motorists and prominent citizens in large numbers were present to greet the world-girdling motor-car tourist and compliment him on the remarkable record he had accomplished. Mr. Glidden was accompanied by Mrs. Glidden and his chauffeur, Charles Thomas, of London. The party are on a tour of the world in an automobile and have already visited eighteen countries, during which they have piled up a total mileage of 20,063. Mr. Glidden's itinerary yet includes a tour of twenty-three countries and will require the suitable months of the next 3 years to complete the journey of over 40,000 miles.

This is the first time in the history of rail-roading or automobiling that a motor car has been driven over the tracks of any railroad company. Mr. Glidden's car is enabled to travel on the rails by means of a special set of flanged steel wheels which are of the same diameter as the ordinary pneumatic road wheels—40 inches. The distance between the wheels being the same as the gauge of the railway, it was only necessary to change from the pneumatic to the steel flanged wheels and lock the steering gear by means of two rods extending across under the chassis, and behold—the "Napier Limited."

The trip across the continent was made in two stages. The first was from Boston to Minneapolis, a distance of 1,733 miles. This occupied 16 days, the actual running time being 95 hours and the average speed per hour 18.13 miles. In the second stage of the journey across the continent from Minneapolis to Vancouver, B. C., Mr. Glidden added fresh laurels to his fame as a motorist—he already having the distinction of being the first to cross the Arctic circle in a car—by maintaining an average speed of 30 miles an hour over the railway track. The distance from Minneapolis to Vancouver over the tracks of the Soo Pacific and Canadian Pacific railways is 1,803 miles and the Napier covered this by easy stages in 12 days, the actual running time being 60 hours. The total distance across the continent was thus covered in 28 days, with 155 hours actual running time and an average speed of 23 miles per hour.

This latter portion of Mr. Glidden's world-girdling trip has been watched with interest by railway men and automobile manufacturers all over the world. It may eventually lead to a type of gasoline motor-driven car being manufactured for use on railways for hurried trips with a light load. It also opens up a considerably larger field of travel for automobiles of standard gauge, provided some arrangement can be made by motorists with

Runs on Train Schedule, with Conductor in Charge and Always Arrives on Time—Story of the Unique Ride to the Pacific Coast



railway companies to run on the tracks under train orders.

For it was under strict train orders and in charge of a railway conductor that the Napier limited made its record-breaking trip across the continent. It required ninety-seven train orders to bring the pioneer railway-automobile from Minneapolis to Vancouver, and during all that long trip the Napier limited was not late once. Three different conductors accompanied Mr. Glidden's party during the 1,800-mile journey. Conductor Hall, who is in the employ of the Soo Pacific line, brought the party from Minneapolis to Portal, N. D., on the international boundary line. Then Conductor Cook of the Canadian Pacific, accompanied the party over that line, by way of Moose Jaw, to Laggan, B. C., where Conductor Alexander Forrest, of Vancouver, assumed charge and escorted the travelers to the terminal city. On the average the car made better time than the Imperial limited—the Canadian Pacific transcontinental flier.

To a representative of MOTOR AGE both Mr. and Mrs. Glidden expressed themselves as being charmed with the trip. They were highly eulogistic in their praise of the scenery along the route, particularly that which they were enabled to see under such favorable circumstances while coming through the Canadian Rockies. Both of the world-girdling motorists appeared to be in splendid health after the trip, Mrs. Glidden looking especially well. The constant rushing at high speed through the atmosphere has left both with a ruddy color and a sparkle in their eyes that spoke more eloquently than words of the enjoyment which they experienced in the novel trip.

When seen at his apartments at the Hotel Vancouver and asked to tell of his experiences for the benefit of MOTOR AGE readers, Mr. Glidden said: "We left Minneapolis 28 days ago and since then we have spent 155 hours on the road. Out of this time, however, we have only spent 60 hours in actual traveling, so that our trip across the continent is somewhat of a record as far as time is concerned. Both Mrs. Glidden and myself have kept careful track of the time and it lacked about 2 minutes of the 60 hours when we pulled up at the depot in Vancouver. This 60 hours was distributed over 12 days, the remainder of the time being spent in sightseeing and stopping over at various points en route. As far as making a non-stop record is concerned, I believe my Napier car would make the same time again from Minneapolis to Vancouver, or at least within a few hours, which would necessarily be consumed by taking on supplies of gasoline. It would simply be a matter of physical endurance on the part of a couple of drivers, for I am convinced that with the absence of friction and wear, such as is usually experienced on the average run of highways, a car could make the trip at an average of nearly 40 miles an hour and with practically no deterioration to its machinery. My chauffeur,

Mr. Thomas, has had very little to do during the trip over the rails, except to fill the gasoline tank and lubricate the bearings.

"This trip has resulted in presenting some interesting object lessons in friction," continued Mr. Glidden. "For instance, my car is geared to do 40 miles an hour on a good macadam road. That is about its top speed and is about as fast as I would care to go on any average road with any degree of safety. Yet on the rails, with the same size of wheels—40 inches—we have covered a measured mile in a fraction under the minute. This was accomplished in Minneapolis, just prior to starting on our trip over the rails, and was done to demonstrate to a number of railway men who were rather skeptical, what the car could do if necessary.

"While we seldom approached that speed on our trip west, owing to the physical discomfort of going through the wind in an open car at such a rate, still we often made near 50 miles an hour. The general average throughout the trip was 30 miles an hour, and this we found a very comfortable rate to travel and one in which we could make connections without the slightest trouble. During all our trip we were not late once. Nor were we delayed at any time. Running sharp on train time as we were, we would often take the side-track at a station just as a fast express would come in from the other direction. We generally followed a fast express, although in some cases we were sent out 10 minutes ahead of some of the flyers, and we never had any difficulty in maintaining their schedule. As we could stop much quicker than a heavy train, we generally preferred for that reason to follow, rather than lead, a fast train.

"In some cases we came up close behind some of the fast trains—so close that we could talk to passengers on the platform of the rear car. But we only held that position for a while as a rule, for the dust and cinders generally proved uncomfortable, unless there was a side wind. I noticed that we very often caught up to a train whenever we encountered a long grade and on these occasions we often ran the car up close behind freight and passenger trains and jollied them along by facetiously inquiring if any assistance was required by them to get up the grade. Our party was also treated to much amusement by the anxiety of some of the station masters and conductors along in the mountain section. On many days our train orders called for us to run as the second section of some particular train, due at a certain station, say 5 minutes after the regular train. Well, we would catch up with the regular train in many instances and pull into the station close behind it—often taking the same side-track. A few minutes it would pass and then the station-master and conductor of a train probably bound in the opposite direction, and which our orders called for us to pass at this particular point, would commence to gaze anxiously up the track and wonder when 'that second section' was coming. This occurred a number of times and was a great source of amusement to Mrs. Glidden, who has the honor of being the first lady to cross the continent in a motor-car.

"But the greatest surprise which the Napier limited furnished to the trainmen in the mountain section of the Canadian Pacific was the

speed at which we made some of the grades there. One of the steepest—and, in fact, the only steep grade on the whole of the Canadian Pacific—is at Notch Hill, in the Selkirk mountains. Before coming to the Notch Hill grade the trainmaster laughingly asked us if we wanted a helper engine to get up the long hill, as is usually the case with all westbound trains. Well, we declined the offer with thanks and receiving orders that we had a clear track, I gave the Napier limited full speed and we went up that grade at the rate of 35 miles an hour. It surprised the trainmen so much that we received all kinds of compliments from engineers and others who had never seen anything go up there so fast before."

"Did you have any trouble getting a supply of gasoline for the motor?" Mr. Glidden was asked.

"No," replied the motorist, "I had that all previously arranged and a supply of gasoline awaited us at intervals of every 200 miles along the road. This had been sent on ahead, as were also the regular pneumatic road wheels for the car. But here is something that will be of interest to motorists. I made an interesting discovery before I had gone very far on the trip over the rails. That was that a gallon of gasoline would drive the car just twice as far on the average over the rails as the same quantity would on a fairly good road. I had previously figured out the necessary supply on a road basis and consequently we were never short of fuel supply for the car.

"Bad weather? Would you believe it; we had only 6 hours' rain during all our trip, and that was only on 2 days. We ran through about 4 hours of rainy weather as we were approaching the foothills of the Rocky mountains, and another time up near Banff we had a couple of hours. But we did not mind either of the showers. We simply put on our rubber suits, with which we were provided, and suffered no inconvenience. We also found the rubber suits very useful in the mountains, where, owing to the proximity of the eternal snow, the air was rather chilly. We wore our rubber suits over our regular clothing and several occasions when approaching the summits of the Rockies and Selkirks.

"It is really delightful traveling along the rails in a motor car," said Mr. Glidden, growing enthusiastic over his enjoyable trip. "The going is so smooth that it is totally different from traveling over the very best kind of a highway. There is also an absence of all side-rocking and jarring, such as is experienced in a train traveling at high speed. True, the metal wheels make considerable noise and we found it advisable to stuff our ears with cotton to deaden some of the noise. The view afforded by a motor car, with nothing in front to ob-

struct the vision, is simply magnificent. Add to this the fact that you do not have to worry over the steering or have to hold down to a 10-mile-an-hour gait, and you may be able to form some idea of the delights of traveling in a railway automobile. I see no reason why an automobile could not make as good time across the continent as a locomotive. Often when we started ahead of a certain train we gained as much as an hour in 100 miles."

"Did you meet with any minor accidents during your trip?" queried the MOTOR AGE representative.

"None to speak of," replied Mr. Glidden, "although we had one rather close call. Strange to say, it was during our first day out of Minneapolis, west bound. We were going about 40 miles an hour at the time when the Napier limited suddenly ran into a board that had accidentally been left across the track. Whizz, up the car went bodily in the air about 2 feet, and then it settled back on the rails again without damage."

"What was your best day's mileage on the rails, and how did it compare with your best day's run on the road?" Mr. Glidden was asked.

"The comparison is decidedly in favor of the rails," replied Mr. Glidden, with a reminiscent smile. "The best day's run we made on the rails was 243 miles. It was accomp-

started out at about 9 o'clock in the morning and generally planned our day's trip to reach some point where we stopped for the night about 4 or 5 o'clock in the afternoon."

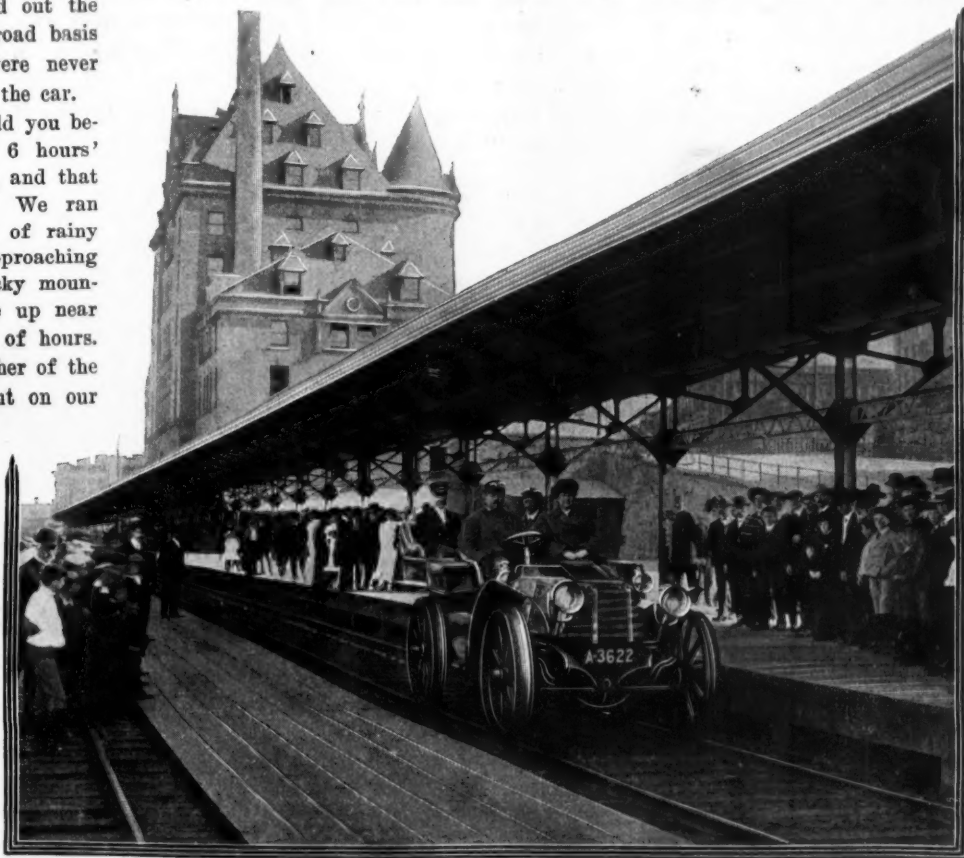
The car in which Mr. Glidden and his party made their long trip and which has still many miles of travel before it, is a 24-horsepower Napier, with a four-cylinder engine. It originally cost \$6,500 in England. The car is painted a dark green and its wheel base is considerably longer than the average American car. The car has a passenger capacity of eight, but during the long trip over the rails only four persons were carried—Mr. and Mrs. Glidden, Charles Thomas, the chauffeur, and the railway conductor. The tonneau is extra wide and roomy and besides the usual three seats in the rear, there are also two side seats which will allow five to be carried in the tonneau. Usually only one person occupies the driver's seat in front with Mr. Glidden, but the partition between the two seats is made removable, so that, on a pinch, three could be carried in front.

Mr. and Mrs. Glidden and Chauffeur Thomas were attired in long, fawn waterproof automobile coats with the customary caps and goggles to protect their eyes when going at high speed. Conductor Forrest, of Vancouver, who piloted the party on the last stage of their trip, was similarly equipped with an extra outfit which

Mr. Glidden carried, as were also the other conductors who accompanied the party on different portions of the trip. Conductor Forrest seemed delighted to have no tickets to punch and nothing to do but obey train orders and enjoy the scenery. The party was photographed immediately after its arrival.

Mr. and Mrs. Glidden left Vancouver on Tuesday, September 20, for a few months' stay at their home in Boston. Mr. Glidden's car will be stored in this city until December, when the party will return and resume the globe-circling tour. They will sail first for Honolulu, where about a fortnight will be spent, and then continue their journey to the Fiji islands. After that they will go to Aus-

tralia. The countries which are yet to be included in the world-girdling trip of over 40,000 miles include the Hawaiian islands, New Zealand, Australia, Tasmania, the Philippines, China, Japan, the Asiatic Archipelago, including Malay, Borneo, Sumatra, Ceylon, India, Egypt, Palestine, Greece, Turkey, Hungary, Sicily, Tunis, Tripoli, Algeria, Portugal. From the latter country Mr. Glidden and his party will return through France to England and expect to finally reach their home in Boston some time in 1907.



ARRIVAL OF MR. AND MRS. GLIDDEN AT VANCOUVER

lished on the seventh day of our journey on the rails and comprised the distance between Maple Creek and Calgary, N. W. T. We made over 200 miles on another day when nearing the end of our journey. Compared with this the greatest number of miles which we covered on the roads during the first stage of our journey was 179—from Milwaukee to Reedsburg, Wis. We could have made a much greater daily mileage on the rails had we wished, but for the most part of the time we only traveled for about 6 or 7 hours a day. We usually

DINED IN MOUNTAINS

Boston Automobilists Visit Bretton Woods and See a Snow Storm Cover the Heights

Bretton Woods, N. H., Oct. 2.—The automobile reunion at the Mount Pleasant house this evening brought together the most enthusiastic motorists, those who feared not to brave storms in order to enjoy a trip through the White mountains and the hospitalities of Anderson and Price. It was a motley crew that came up to the hotel in automobiles during the afternoon hours, but by a liberal application of soap and water the members thereof were later found to be civilized individuals, well and popularly known to the motorists of the country. For something over 2 weeks there was more or less rain and sleet, likewise snow, as attested by the fact that the summit of the famous mountain now bears no less than 6 inches of snow, and the season there is closed, none but the most hardy attempting to make the ascent.

The roads as a result of the recent dampness were not in the best shape for automobilists and the storm which prevailed throughout the day made touring anything but enjoyable. The tourists, however, dared even the weather, and came along in good shape, being thoroughly wrapped in rubber clothing. The main party left Boston Friday morning, consisting of W. J. Foss and party in a Pope-Toledo, Mr. and Mrs. Harry Fosdick in a Winton, J. H. MacAlman and party in a Locomobile, and W. W. Burke and party in a Columbia. This bunch of cars had gotten about 5 miles from Newburyport when the rain came down in torrents, yet the trip was continued. At the latter place Mr. and Mrs. Harlan W. Whipple were picked up and the trip was continued to Rochester for the evening.

There were some mishaps, but none of a serious nature, the party arriving in proper order during the day. On Saturday morning the party left for Bretton Woods in a rain storm, which continued all the way to the mountains, yet all these machines got through, while three later starters got as far as Intervale, where it was determined to put up for the night. These were Mr. and Mrs. William Gray of Amesbury, who left that city early Saturday morning, and George H. Lowe and party and Andy Anderson and party who did not leave Boston until late Friday evening. The conditions of the roads made it impossible to make fast time, and so Intervale was found a comfortable haven of refuge.

The main party reached Bretton Woods yesterday afternoon and was given a cordial reception. It was in shape to enjoy the festivities that had been arranged in commemoration of the close of the season, which it will be remembered was inaugurated by the climb to the clouds.

The ride through the mountains was magnificent in the extreme, being enjoyable despite the wet conditions, the foliage being in its wildest form, and of every hue. The expected tourists from New York did not arrive, the main body being that from Boston, which was later augmented by Ben Smith in an Oldsmobile touring car, who made the trip by way of Portland.

The banquet passed off in good order, President Whipple of the A. A. A. acting as presiding officer and W. J. Morgan acting as toastmaster. The ladies present were Mrs. Harry Fosdick, Mrs. Harlan W. Whipple, Mrs. J. F. Hathaway and Miss Nutting. J. F. Hathaway told funny stories about his horse breaking experiences. John C. Kerrison responded for the daily press, W. J. Foss spoke of automobiling in the national capital, Harry Fosdick told about going up the mountain with an ice-cooled motor, J. R. Parrott, president and general manager of the Florida East Coast System, spoke enthusiastically over the good road possibilities for the Florida east coast; G. H. Berg, of the Bullock Electric Co., who was a passenger with Mr. Burke, told about his popularity at the present time with salesmen for automobile concerns, as he is in the market for a machine.

Daniel Remich, of Littleton, a state legislator, is urging New Hampshire to bond the state for \$3,000,000 for road building purposes, made a splendid address, declaring that all New Hampshire needed to compete with heaven was good roads and plenty of them, and predicted that the state would bond itself for at least a million next year, the money to be devoted to road building. Judge Doe, of Boston, spoke of the legal side of automobiling.

Letters of regret were received from Governor N. J. Batchelder, Winthrop E. Scarlett, James B. Dill, and W. D. Woolson. Severe sickness was the cause of Colonel Pope's non-appearance, and family bereavement in Mr. Scarlett's family prevented him from being present.

When Sunday morning broke a snow flurry occupied the attention of the tourists, and so the proposed tour to Dixville notch was abandoned and later in the day the return trip was started. The tourists got as far as Intervale, the trip to this place being the pleasantest of the lot, the run being made in short order and without trouble. Here the belated ones were greeted and the evening festivities took the form of a reunion. The roads through the mountains were in a decidedly poor condition, but once this side of Crawford Notch fast time was made and the party drew up here long before 5 o'clock.

JUDGE APOLOGIZED

Boston, Mass., Oct. 1.—Judge Phelps has apologized to the British embassy for the fining of the third secretary of the embassy, Mr. Gurney, for the speeding of his automobile on the highways in Lee. This case is now history, but a lesson is being drawn therefrom. The local motorists point to the instance as one of the many where the sheriff's or the constable's word makes arrest and his word is taken in preference to that of the victim's. The machine with which Mr. Gurney is alleged to have broken the law regulating the speed of motor cars was an Oldsmobile touring car, which he has been using in that section all summer. Lee has always been a strong enemy of the motorists, and, like Syampscott, has never failed to make arrests which have become equal to convictions, the impression prevailing that once in court the victim had to disgorge or suffer imprisonment. The local motorists are hoping this case will have a wholesome effect upon the judges of other courts and also on sheriffs and constables.

ENDURANCE RUN RULES

Big Run from San Francisco to Los Angeles To Take Place Next Week Wednesday

San Francisco, Cal., Sept. 29.—Owing to conflicting dates with other events the proposed endurance run from San Francisco to Los Angeles has, from time to time, been postponed, but Wednesday, October 12, has now been definitely decided upon for the beginning of the run, if a sufficient number of entries are secured. As originally planned, the run contemplated a tour to Los Angeles and return—more than 1,000 miles—but owing to the fact that many automobilists cannot spare the time for so long a trip it has been arranged to confine the official run to one way only, from San Francisco to Los Angeles, and after arrival at that place, contestants may return by rail or automobile, as they prefer.

The journey will occupy 4 days and convenient running hours, with stops affording good hotel accommodations have been planned. Entries must be in by September 30 in order that the executive committee may know whether there will be a sufficient number of entries to warrant running the event.

The run will be made in daily controls as follows: First day, San Francisco to Salmas, 110½ miles; second day, Salmas to San Luis Obispo, 143¼ miles; third day, San Luis Obispo to Santa Barbara, 130¼ miles; fourth day, Santa Barbara to Los Angeles, 117½ miles.

There will be two classes of cars, touring cars made to carry at least four passengers and runabouts carrying two passengers. There will be three prizes for the touring cars and two prizes for the runabouts. Valuable trophies will also be given the winner of each class. The contest will be scored upon points, each contestant being credited upon starting with 2,500 points. One point will be deducted for each 1 minute penalized stop.

An average running speed of practically 12 miles per hour, including non-penalized stops, must not be exceeded, and the cars must not be run at less than 8 miles per hour, including non-penalized stops. Contestants reaching controls ahead of schedule time will be disqualified. Time allowances may be made if, in the opinion of the judges, the infractions of the speed rule are warranted. The run will be supervised by a board of three judges, whose decisions will be final. The daily time schedule will be as follows:

San Francisco to Salmas—Leave San Francisco 7:30 a. m.; due Salmas 4:45 p. m.; control officially closes 9:30 p. m.

Salmas to San Luis Obispo—Leave Salmas 5:30 a. m.; due San Luis Obispo 6 p. m.; control officially closes 11:30 p. m.

San Luis Obispo to Santa Barbara—Leave San Luis Obispo 6 a. m.; due Santa Barbara 5 p. m.; control officially closes 10:15 p. m.

Santa Barbara to Los Angeles—Leave Santa Barbara 7 a. m.; due Los Angeles 4:30 p. m.; control officially closes at 9:30 p. m.

Each car must be regularly equipped in general and customary touring condition; cars must carry at least two passengers, one of whom will be the operator and the other the observer. The regular load of touring cars must total at least 660 pounds and of runabouts

330 pounds, exclusive of water, gasoline and lubricating oil. The load may consist of passengers, baggage, extra parts and tools. Cars may carry and be operated by an alternate operator if a contestant so elects.

Three regular non-penalized stops may be made daily, as follows: About 15 minutes during the forenoon, about 1 hour during noon, about 15 minutes during the afternoon. Regular non-penalized stops if made must be continuous. Involving non-penalized stops may be as follows: Stops due strictly to tire troubles; stops due to local conditions, such as railway crossings, passing teams, rendering humane assistance, danger, acts of God, etc.; stops due to necessity or advisability, or brake adjustment, but not including brake repairs; stops for purpose of taking photographs.

During forenoon and afternoon stops no attention is to be paid to the machine other than such as is covered by non-penalized stops. During noon stop machine may be supplied with fuel and water and lubricated in a customary and regular manner, these operations being non-penalized.

Fuel, water and lubricating oil may be carried, but if placed in tanks at times other than during regular controls or noon stops, machine must be brought to a full stop and supplies must be introduced in a regular and customary manner. During regular night controls machine may be regularly cared for, outwardly cleaned, supplies introduced and non-penalized adjustments made. The rules of the road and generally accepted rules of safe driving must be observed.

ONE RIGHT, ONE WRONG

Providence, R. I., Oct. 1—Another chauffeur who borrowed his employer's automobile just for a ride has come to grief, and after he had smashed the machine was sentenced to 60 days in the county jail. James Paine was hired to show Dr. Martin S. Budlong, of this city, how to run his new car, and as he knew all about such things he sent it along over the roads at a law-defying speed. One day this week the doctor telephoned Paine that he would not use his machine that day and in the evening Paine, a colored man, went to the garage and ran the machine out. He had not been gone very long before he collided with an automobile owned by Henry A. Carpenter, and while Mr. Carpenter's machine escaped, the Budlong car was badly used up. It was run back to the garage under its own power, however, and the man was held until the police came and arrested him. He pleaded guilty when arraigned. Another arrest has been made by the police, but this one will be contested and the result will be of some interest. Frank P. Weeden, a chauffeur in the employ of the Davis Automobile Co., which has the Providence agency for the Winton, Locomobile, Knox, Haynes-Apperson, Columbia and Oldsmobile, knocked down a bicyclist while in one of the company's machines, and later on was arrested charged with driving his machine faster than a common traveling pace. He pleaded not guilty, was adjudged guilty, and appealed. Nelson S. Davis, the manager of the company, says that Mr. Weeden is one of the most careful men and that he was going very slowly at the time the accident occurred. He says he will carry the case to a higher court and fight it to the end in order to obtain his rights.

WINNER NOT SELECTED

Philadelphia Cross-Country Run Brings Out a Good Field for the 76-Mile Road Trip

Philadelphia, Pa., Oct. 3—It will be at least a week before the judges decide the winner of the second annual cross-country automobile run of the Automobile Club of Philadelphia, which took place Saturday. According to rough figuring the winner is C. H. Gillette, secretary of the Automobile Club of America, who drove a 10-horsepower Pope-Hartford car, the same which went through the tour to St. Louis, Mo.

Of the nine cars entered seven took part. They were started in the following order: Thirty-horsepower Jones-Corbin, driven by Mc-Millan Hoopes; 40-horsepower Locomobile, driven by Horace A. Beale, Jr.; 10-horsepower Cadillac, driven by W. O. Griffith; 10-horsepower Pope-Hartford, driven by C. H. Gillette; 10-horsepower Franklin, driven by L. Knowles Perot; 18-horsepower Panhard, driven by S. E. Hutchinson, and 10-horsepower Oldsmobile, driven by Kern Dodge.

The course of the run was quadrangular, being from here to Ambler, then to Phoenixville, Norristown, West Chester and return to Philadelphia. The distance was 76 miles, long enough to make it interesting. According to the rules all the cars had to have their full touring equipment and carry the number of passengers which the seating capacity of the car provided. No speeding beyond the limit permitted by law was allowed and the winner was to be the one who made the trip in the shortest time, the contestants being permitted to select any roads they wished.

Handicaps were given, the Locomobile being on the scratch, the Panhard and the Jones-Corbin having 15 seconds, the Franklin 45 seconds, the Oldsmobile 1 minute and the Cadillac and Pope-Hartford 1:15. Hoopes, who started first, kept the lead to Phoenixville, while Beale, who was close behind him, did not stop in the locality, although competitors had 1 hour allowance for lunch. Hoopes started after a few minutes and drove his car as fast as the ordinance allowed and arrived in West Chester a few minutes after Beale. The other contestants did not arrive so fast, and some took other roads. Beale reached the city first, but after deduction of handicaps he was classed sixth. Gillette's time, according to the judge at the finish, was 3 hours 50 minutes. 30 seconds for the 76 miles. Griffith, in the Cadillac, made the run in 4 hours 30 seconds, while Hoopes and Hutchinson ran a dead heat for third in 4 hours 6 minutes.

ALL WANT GOOD NUMBERS

Milwaukee, Wis., Oct. 3—"What number, please?"

"Six sixty-six."

"Main—or what?"

"Er—no, I made a mistake. Give me—"

There is a story going around here that an enthusiastic motorist, well pleased over the number he had been given by the authorities for his machine, made such a mistake as the above. Of course the hello girl did not know about it, but his friends who were at the other end of the line from central caught the idea. For the fad just now seems to be to get a good number, so long as a number must be secured.

Of course every motorist has not taken up the fad. The idea of getting a good number is probably limited to comparatively only a few of the several hundred automobile owners of the city. With a lot of them any old number will do. Others are particular. If they cannot get a number to suit their taste they will wait until they can.

Alderman Lonstorf, of the Fifteenth ward, copped number one. But there were a lot of good numbers left and there were plenty of applicants. In fact, the number seeking registration was larger than the authorities expected and some surprise is occasioned by the figures that have been made up.

Roughly estimated, an investment of more than half a million dollars is represented in the list of 291 machines that have been equipped with numbers since the new ordinance went into force. A dozen or more motorcycles are included in the list, these machines falling under the same provision as the bigger ones. Owners are constantly applying and it is thought that the list will be very nearly doubled before the close of the season. Dealers estimate that there are at least 500 automobiles owned in Milwaukee.

The fact that they are compelled to hang numbers down behind their machines does not seem to arouse any great agitation among the automobilists of Milwaukee, at least so far as outward indications are concerned. The numbers do not damage the machines in any way and so long as the provisions enacted by the common council are reasonably sane—of course they cannot be expected to be entirely so—individual owners are not going to offer any great remonstrance. Dealers claim the law enacted by the city will be tested, however, and if their threats are carried out an interesting suit in the courts is in prospect.

PROTEST RECEIVES ATTENTION

Providence, R. I., Oct. 1—The Rhode Island Automobile Club has received a reply from Chairman Pardington of the racing board of the A. A. A. to its protest against several men who were entered in the race meet held in this city on September 10 but who failed to appear. Chairman Pardington says each one of these entrants has been asked to explain his conduct and a thorough investigation will result. The protest came out of a difficulty which has caused a great amount of annoyance to almost every race manager in the country. When the Rhode Island club advertised for entries to its race meet there were many responses and entries came in fast. But some of these who paid the entrance fee had no idea of competing. They sent along photographs of the car and descriptive matter and this was given out to the press in good faith by the management, and much of the matter was used. When the day of the race came, however, some of these cars never appeared, and all of the excuses that were offered by the officials did not satisfy some people in the grand stand who had come to see cars which were advertised but which were not to be seen. Some of the owners sent excuses for not appearing and showed plainly that they could not get to the races although they intended to try for the prizes in the first place, but others offered no excuses at all, and the officials of the club have learned since that they had no intention of appearing at the race meeting at all.

HOW RIGBY MET DEATH

Mechanic Riding with Lytle Over the Vanderbilt Cup Course Receives Fatal Injuries

New York, Oct. 4—Harold Rigby, a mechanic employed at the Pope Motor Car Co.'s factory at Toledo, died at the Nassau County hospital at 3 o'clock this morning from injuries received in a peculiar accident to the Vanderbilt cup 24-horsepower Pope-Toledo touring car, which H. H. Lytle was driving over the course late yesterday afternoon.

All sorts of exaggerated and utterly wrong stories were printed in the papers today of the unfortunate occurrence. The following is the correct story, gotten from Lytle himself at the Pope offices this morning.

He, Rigby and Anderson, another factory mechanic, were going over the course late yesterday afternoon and were proceeding down the Massapequa side of the triangle approaching Hicksville. Rigby sat by Lytle's side and Anderson sat behind on the gasoline tank, with his legs wrapped around Rigby. They were going not faster than 20 miles an hour and had just passed a farmer in his wagon. Sensational stories this morning have it that the farmer would not yield a bit of the road and forced Lytle to dash into the fence. This is not so. Lytle had passed the farmer, as was said before, and a furlong or less further on the steering knuckle broke. The car swerved to the side of the road. To avoid the ditch and the fence beyond Lytle

put on his brake. The car crossed the ditch but the bonnet was forced through the fence only a little ways and was but slightly broken.

The sudden stop threw Anderson forward and forced Rigby against the bonnet, breaking several ribs and forcing one of them through his lung, which finally caused his death.

The car can easily be repaired. Lytle will drive it in the race.

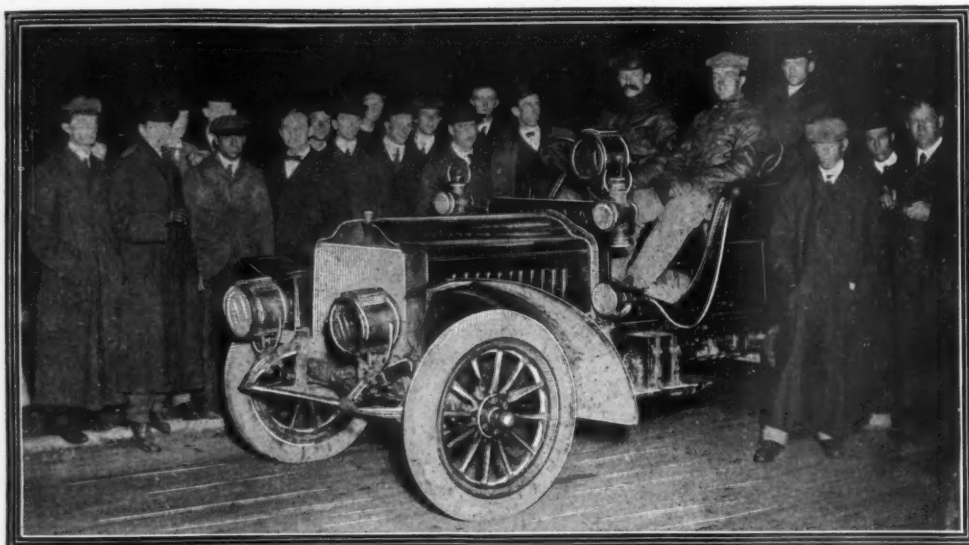
PRICE FIXES THE HANDICAP

Races at short distances and under a new plan are scheduled for the meet to be held at the Brighton Beach track, New York, Saturday, October 22. The programme was announced Monday, and apart from the open events an effort will be made to have some of the Vanderbilt cup race contestants take an inning on a circular course. Decidedly novel is the idea of a mile price handicap for the Sea Breeze cup. It is open to all machines selling at \$1,000 or less and a car will be given a yard handicap for each dollar that it costs less than the \$1,000 mark. Machines that sell for \$1,000 will be on scratch, while an \$800 machine will be given 200 yards' start. There will be a mile for touring cars

for the Coney Island cup. Each car will be required to carry three passengers and the operator must crank the machine after the word is given. To settle the question as to the best amateur driver there will be a 2-mile race for the amateur championship cup. It is a free-for-all event, but cars must be driven by their owners. The international cup will be renewed with heats at 3 miles and 5-mile final. Heats are provided for the cars of each country. The 5-mile handicap, open to all, will have the beautiful Brighton cup as a prize.

AFTER THE NEW CLUBS

Syracuse, N. Y., Oct. 1—Secretary F. H. Elliott of the New York State Automobile Association says an effort will be made to have every club in the state a member of the association by January 1. Most of the clubs are now members, but several have been recently formed which are wanted in the association. Among the newest are those at Watertown, Binghamton, Geneva and Whitney Point. Secretary Elliott and



FLASHLIGHT OF HOLCOMB'S START FROM CHICAGO

Herbert W. Smith of this city will take a trip to line up these and other clubs. As the winter approaches plans are being made to increase the scope and influence of the association. Although it has been formed less than a year, it has done a great deal of good.

REMEDY NOT IN ORDINANCES

Detroit, Mich., Oct. 1—A man was killed by a motorist last Monday, but the culprit has not yet been caught and the feeling against automobilists is none too kindly. The city officials intend to take drastic measures against scorching and reckless driving, which has prevailed for some time.

S. D. Waldon, general sales manager of the Packard Motor Car Co., when asked his opinion concerning the present state of affairs in Detroit, said that Monday's occurrence is deplored by all manufacturers and that the culprit should be punished, but on the other hand the authorities ought to act with common sense and not take such measures as would kill the automobile industry of Detroit. Besides, people are killed and hurt by street cars, railways, wagons, and other vehicles and no measures are taken against them.

HOLCOMB TRIES AGAIN

Leaves Chicago for New York Record Tuesday and Cuts Down Time All Along the Route

Chicago, Ill., Oct. 5—Bert Holcomb and Laurence Duffie, the Columbia Chicago-New York record aspirants, are at last well on the road to success in their attempt to regain the honor recently taken away from them by Jerome A. Ellis and A. G. Schmitt, of Chicago, who reduced the original record of 76 hours to 72 hours 43 minutes.

Holcomb drove the 35-horsepower Columbia out of Chicago Tuesday morning at 2 o'clock, thus leaving the Chicago Automobile Club after many postponements. He hit a fast gait from the pistol shot that sent him away and rushed to South Bend, 106 miles, in the dark in the record time of 3 hours 35 minutes. Bryan, O., was reached at 10:20 o'clock Tuesday morning and Cleveland at 6:35 o'clock, record time. At Cleveland, Holcomb was relieved by Duffie and a new pilot taken on. The car was driven out of Cleveland at 7 o'clock in the evening and Buffalo reached in fine shape at 7:40 o'clock this morning.

Duffie drove on to Binghamton, N. Y., where he will give the car to Holcomb, come on by train, and who will drive it New Yorkward, expecting to arrive there early Thursday morning.

The trip was unfortunately delayed for about 2 weeks on account of rain. Finally a start was made Monday morning at 2 o'clock, but it was only a start, for the car was turned

over in a ditch just east of Hammond, Ind., owing to inability to turn a corner which was approached without any but sudden knowledge of its whereabouts.

Neither Holcomb nor Pilot Harroun was injured and the damage to the car was slight, so it was righted, driven back to Chicago, put into good shape again and the start remade. Accompanying the trip by rail as representative of the Electric Vehicle Co., to handle the detail supervision of the affair, is A. B. Henley.

MAY PUNISH OLDFIELD

New York, N. Y., Oct. 5—At their meeting today the directors of the American Automobile Association discussed the matter of Barney Oldfield's throw-down of the Chicago Automobile Club on the occasion of the Chicago race meet. The case was presented to the directors by Assistant Secretary Spangler, of the Chicago club, who was delegated by the club to meet the directors with view to securing some action which would tend to prevent future dealings of the kind on the part of professional drivers as well as to discipline Oldfield.

Briefly the case is that Oldfield, through his manager, virtually agreed to appear at the

Chicago meet for a specified consideration, which was agreed to. At the last minute he telegraphed the Chicago club that he could not be present because he had arranged to appear in Pittsburg the same day.

The directors spent most of the afternoon reviewing the matter and finally decided to refer it to the racing committee, which meets at the Garden City hotel Thursday afternoon. This delay in final decision is due to the fact that Oldfield's reply to the charges against him has not yet been received.

Both President Whipple and Chairman Pardington, of the racing board, assured Mr. Spangler that they would do all they could to settle the affair in a way that would be just to all concerned. The Pittsburg club also stated its position in the matter through letters.

WILL BEGIN ON ORDERS

The Rhode Island Electromobile Co., of Providence, R. I., which is engaged in making a battery which has been tried out and found to be capable of carrying a car 120 miles on one charge, leaving the battery in good condition, is engaged in taking stock at the present time and then it will commence to fill orders. A large number of local concerns have ordered batteries of this make, including the Narragansett Brewing Co., which operates a number of large electric trucks and when new machinery is installed the work will be commenced at once.

READY FOR BUSINESS

Thomas Hay, sales manager of the National Motor Vehicle Co., has taken charge of the exhibition of the company at St. Louis, and will remain there for the next 3 weeks, during which time quite a number of agencies will be placed with western dealers. The factory has been closed for 10 days for inventory, and a number of changes were made in machinery and buildings. The company has resumed operations and will soon announce its 1905 line. The National company reports an increased activity on the part of dealers handling electric machines.

CLUB WILL FIGHT

Chicago, Ill., Oct. 4—There may be a lively time in Oak Park, a suburb of Chicago, in the near future. A constable and a few of his aids took the numbers and names of sixty-seven automobilists who went to the Harlem automobile race meet last Saturday. They are charged with having run their cars at more than 15 miles an hour, and summons will be issued against all to appear in court. President John Farson, of the Chicago Automobile Club, said that the club would take interest in the matter and that Attorney Sydney S. Gorham would take the case for the motorists.

THE ORIENT SCORES

There were motor cycle races during the recent county fair, in Raymond, N. H., and 4,000 spectators attended. In the mile race an Orient, an Indian, a Holly and a Crouch started and during three-fourths of the mile the contest was between the Orient and the Indian. The Orient, ridden by James W. Dyer, of Manchester, N. H., won the race by 50 yards in 1:52½.



IMPORTERS WILL FIGHT

Declare They Will Permit American Exhibit in Their Show if the N. A. A. M. Gets Giddy

New York, Oct. 4—John H. Gerrie, manager of the importers' automobile show, has given out the following statement in reply to the publication of the rules of the N. A. A. M. providing for the barring from all sanctioned shows exhibitors showing at unsanctioned shows or announcing their intention so to do after September 1. This, of course, affects the importers and sundry and parts makers, who have announced their intention to exhibit at the importers' salon:

"In deciding to hold an exhibition of their own, the importers say, no rivalry was intended to the established exhibition of American machines. The industry had simply outgrown the space of any single building in this city, and the second show became a matter of necessity. American manufacturers accepted the move in this spirit, and many of them expressed a desire that only the most cordial relations should exist between the two shows.

"Notwithstanding this spirit an announcement was recently issued under the name of the National Association of Automobile Manufacturers, threatening exhibitors of automobile parts with being shut out of all shows sanctioned by that body if they exhibited at any unsanctioned exposition. Though the importers' salon was not mentioned in this announcement, it is well understood that the foreign show was aimed at.

"The salon already had in hand applications for space from several of the principal parts dealers of this country who might be affected by the action of the N. A. A. M. In order to protect these and others who might desire to make displays in other cities, the officers of the salon decided to hold exhibitions of their own in Boston and elsewhere. Symphony hall, in Boston, therefore was engaged for the same week in March as that in which the American show will be held, and the New York exhibits with its foreign decorations will be duplicated there. Options on halls for similar shows have been obtained in other cities.

"If the threats to keep parts exhibitors from their show are continued the salon officers declare they will go still further and accept applications for space received from the manufacturers of six different high grade American machines. The importers' salon is planned to be an exposition de luxe, and it is said the prestige a small number of exhibitors of American cars would receive from association with the big foreign exhibits would more than compensate them for withdrawal from the American show."

AN AUTOMOBILE VICTOR

Boston, Mass., Oct. 1—The Massachusetts highway commission yesterday threw out the case of the town of Shrewsbury against L. P. Sims, of Worcester. The town officials brought a case before the commission against Mr. Sims alleging that his machine had been driven to excessive speed on a certain Sunday in August and that this was the third instance the town requested the withdrawal of his license. Mr. Sims came before the commission bringing witness to prove that on the day in question he was in St. Louis. The

town, however, did not question that; its contention was that no matter where he personally may have been he was responsible for the action of his chauffeur and that he should lose his license. Mr. Sims brought witnesses to prove that on the day in question his machine was not out of the garage and so the case was immediately thrown out by the commission. A similar case against Mr. Draper was heard, but the defendant brought witnesses to prove that he was not in the wrong, so that his case was also decided in his favor. This was about the fifth case of this kind that has been brought before the commission this year, and still the commissioners have yet to make their first revocation of a license.

RECENT INCORPORATIONS

Washington, D. C.—Eleanor Automobile Co., capital \$300,000; incorporated under the laws of the District of Columbia. Incorporators A. Von McCallister, B. A. Horst, Robert McElroy, L. T. Everett, M. Ochsenreiter, Frere and McLaughlin.

Springfield, O.—Laminated Automobile Frame Co., capital \$10,000. Incorporators Orrin L. Parsons, George C. Lynch, Horace C. Keifer, C. C. Bramwell and W. W. Keifer.

Plainfield, N. J.—Hayne Motor Co., capital \$25,000. Incorporators Harrison Codding, Charles F. Fulmer, Charles F. Hayne, William B. Harsel.

Portland, Ore.—Oregon Auto Despatch Co., capital stock, \$30,000; to deal in automobiles, transport passengers and freight.

Minneapolis, Minn.—Minneapolis Automobile Co., capital, \$10,000; to do wholesale and retail automobile business. Incorporators E. G. Timme, L. S. French and A. E. Paegel.

FOOLED THE FARMER

Burton O. Gamble, manager of the Toledo Motor Carriage Co., Toledo, O., made a trial run with a new 1904 Winton car last week from Bowling Green to Toledo. He, in company with Frank J. Cheney, left Bowling Green at exactly 3 o'clock in the afternoon, traversing 28 miles of all kinds of country roads, and pulled into the barns in Toledo just 50 minutes later. In speaking of the trip Mr. Gamble told of an amusing experience with a farmer while en route. They were within a couple hundred feet of the passing point of a farmer, when it was seen that the farmer was reaching for a long club. By the time the tiller of the soil had acquired the club to wreak vengeance on the motorists, the fleeing machine had sped by to the distance of several hundred feet.

BAR OLDFIELD AND KISER

Cleveland, O., Oct. 3—An automobile race meet is being arranged by the Cleveland Driving Park Co. to take place at the Glenville race track Saturday, Oct. 15. The principal attraction is to be the meeting of Earl Kiser in the Winton Bullet, and Barney Oldfield in a new Peerless racer. The other events which will be run the same afternoon will be a 10-mile open handicap; a 10-mile race for stock touring cars not over 35-horsepower; a 5-mile free-for-all, barring Oldfield and Kiser, and a 5-mile race for touring cars up to 24 horsepower.



BUFFALO'S SHOW FIGHT

Trade Association and Club Have Not Yet Come to Any Sort of An Agreeable Understanding

Buffalo, N. Y., Oct. 5—The local trade and the Automobile Club of Buffalo are still at odds over the management of the automobile show to be held next March. The Buffalo Automobile Trade Association has held a special meeting to confer with H. A. Meldrum and A. H. Knoll, the representatives of the club, but so far the club has not acted upon the proposal which was made to its special committee by the dealers at that time.

The details of the proposition are being kept dark until after they have been considered by the governors of the club. It is probable that a special meeting of that body will be called within the next few days for that purpose. Meantime the members of the club and its officers, too, stand to their position that the show should be under the dual management of the club and the tradesmen this season as it was last.

Some members of the club are considerably piqued because of what they consider a lack of appreciation on the part of the dealers of the club's heroic efforts in behalf of the 1904 show. A prominent club member said to the MOTOR AGE man this afternoon: "The club is entitled in all fairness to be permitted to take part in that show. The club members are anxious to do so and are willing to work as hard next time as they did last winter. And right here I might deliver a little sermon on the value of clubs to the trade. But I will not. I will say, however, that I know from my own experience that the motorists' clubs have done a great deal to boom the game in this and other towns. Therefore, certainly, they have aided the dealers.

"Another thing: The Automobile club of Buffalo, working with the other automobile clubs of the state, secured the passage of an automobile law last season which has done a great deal to improve the business of the retail and wholesale automobile dealer in this state, and I'll wager that if the matter had come up in that way, the Buffalo automobile dealers would have been willing to pay a large sum to insure the passage of the bill drawn by President W. H. Hotchkiss, president of the Buffalo club, acting for the state association.

"Now, that being the case, why should not the tradesmen permit the club to undertake part management of the show and derive whatever financial benefit may accrue as its share of the labor involved in conducting the venture?" The dealers are not saying much, but some of them still hold their original position that it should be a trade show or no show.

REGISTRATION IS IMPORTANT

Attention has again been called to the importance of American manufacturers registering their trademarks abroad. It will come as a surprise to a good many who are manufacturers and owners of trademarks and have an extensive foreign trade to learn that in certain countries abroad any resident there may apply for and secure by registration a trademark which he may have noticed in use in connection with articles imported into that country and is not registered. By

securing the registration of such trademark in his own name he practically stops the original manufacturer and his agents from dealing in such articles bearing the registered trademark. In some countries the manufacturer has the chance of establishing his right to the trademark by proving to be the original user thereof, but the expense involved in taking such proceedings becomes a serious consideration. Some manufacturers have preferred to register a new mark, thereby losing the benefits that go with a trademark that may have been used and extensively advertised for a number of years, and should the person who has pirated the trademark apply or use the same in connection with goods of an inferior quality, it tends to lower the people's idea of the standard qualities produced by such firm and is detrimental to them.

BETTER THAN A POLICEMAN

Buffalo, N. Y., Oct. 5—A Buffalo motorist, whose name either is unknown to the police or is withheld by request, has put his car into use for the purpose of arresting a man accused of assault. Near the corner of Richmond and Massachusetts avenues the other night a man struck a boy with a whip and, it is alleged, cut the lad's head. The man then drove rapidly away and all the efforts of the witnesses of the deed to overtake him failed. A bicyclist or two joined the chase but cyclists and pedestrians alike were being hopelessly distanced when the unknown in his whizz wagon appeared. He hove to at once and at the end of a 1½-mile chase up Richmond avenue he overtook the accused driver.

COMING RACE MEETS

Inspired by previous successes, an automobile race meet is being arranged by the Grand Rapids Automobile Club to be held Thursday, October 13, at the Comstock park track. Although the idea of holding an automobile meeting this year originated soon after the visit of the Chicago Automobile Club to the city, on which occasion races were run, it was only a few days ago that the matter was talked about earnestly. A number of local enthusiasts went to Chicago to see the races held there and returned with encouraging news concerning the probable engagement of Carl Fisher and Frank Kulick for the local races. It is also possible that Earl Kiser may be induced to drive and the trio of drivers ought to attract the largest crowd ever assembled at the park track.

An automobile race meet is being arranged by automobilists of Minneapolis, Minn., and will be given at the Hamline track October 20. A score of local owners have expressed their willingness of taking part in the races.

The Rockford Automobile Club, of Rockford, Ill., has been granted a sanction from the American Automobile Association for the races which it has arranged for October 6 and 7. The club expects motorists from all over the state. A parade has also been arranged, which will take place during the forenoon of October 6.

The racing committee of the Dallas Automobile Club, of Dallas, Tex., has made arrangements with the fair association whereby a number of automobile races will be held on the fair grounds October 9 and 16. On the first day there will also be an automobile parade.

CAPITAL MEN COMBINE

New Trade Association Being Formed at Washington to Regulate Storage and Repair Charges

Washington, D. C., Oct. 1.—Efforts are being made to organize a dealers' trade association here with a view to regulating storage, repair, and gasoline prices. John C. Woods, manager of the National Automobile Co., originated the idea and it has met with the hearty indorsement of the entire trade. The fact is recognized that an organization such as that proposed would be of distinct benefit to the trade. At the present time there is no uniform charge for storage, repair work, etc., each dealer following his own inclination in such matters. With a strong organization behind them the dealers could formulate a price list that would bring them in plenty of revenue. At present no one is making much out of the business outside of the selling line. A preliminary meeting was held during the week, when certain committees were named to formulate a plan of action.

It was rumored in the trade during the week that the sanction for the automobile show to be given next March under the auspices of the Washington Automobile Dealers' Association would be rescinded. It is understood that representations have been made to the powers that be that the above named organization does not represent the dealers of Washington, as more dealers are outside of the association than are in it. The association was formed several years ago solely for the purpose of giving an automobile show, which it has done three consecutive seasons. A decision in the matter will be awaited with interest by the trade.

A MOTOR AGE man recently went the rounds of the Washington trade and found business fairly active at all the garages. The current year is going to be a record breaker so far as sales are concerned.

E. C. Graham and J. C. Wood, of the National Automobile Co., and A. L. Kull, of the Ford Automobile Station, have just returned from a trip to Detroit. The former placed a nice order with the Olds Motor Works for Oldsmobiles, while Mr. Kull left with the Ford Motor Co. an order for nineteen Ford cars for immediate delivery.

W. T. Headley, formerly manager of the Washington Electric Vehicle & Transportation Co., but now with the Electric Storage Battery Co., was in Washington during the past week renewing old acquaintances.

TRADE MOVES IN BUFFALO

Buffalo, N. Y., Oct. 5—Several tire companies have decided to join the new automobile trade colony on upper Main street. The local Fisk agency has rented the store occupied until recently by the Buffalo Motor Car Co., next to the W. C. Jaynes establishment, and will move to that location in a few days. The Hartford Rubber Works Buffalo branch has taken the store at present occupied by the city saleroom of the George N. Pierce Co. and will move in as soon as the Pierce company goes to its new quarters in the building which is being put up next to the Teek theater, and which is nearly completed.

The Hartford agency has been for some time in a fairly large store on Chippewa street, but the rapid growth of the business concomitant with the increase of the sales of

automobiles in Buffalo and vicinity has forced the tire people to find more room. The Fisk agency is on West Genesee street and is cramped for space also.

The new trade center is rapidly assuming considerable proportions. Within the last year J. C. Cramer and W. C. Jaynes have occupied new buildings in that section, G. H. Poppenberg and W. C. Willoughby have been in the neighborhood also, and with the tire companies nearby that district will be one of the largest retail trade centers in the town, although some of the important dealers will retain their quarters elsewhere.

FIRST TRUCK READY

The Snell Motor Car & Truck Co., of Toledo, O., which was incorporated several months ago for \$125,000, will have its first truck finished within the next thirty days, when a practical demonstration of its utility will be made on the streets of the downtown business section of the city. The motive power will be gasoline, the tires will be of solid rubber, and the trucks will be built in two sizes—3 and 5-ton capacity. The concern claims the 5-ton truck will do the work of four teams and eight men in the same time. Charles A. Keller is president of the company; Fred G. Avery, formerly with the Motor Vehicle Co., Chicago, is superintendent.

AMERICA NEEDS IT, TOO

A certain county surveyor in Ireland has been authorized to expend \$5,000 for an automobile "with a view to enable him to exercise more constant and efficient supervision over the roads and bridges." This is a clever idea and might well be emulated in this country.

DURYEAVILLE CAUTIOUS

People of the Pennsylvania City Disposed to Know Where They Stand in Buying Cars

Reading, Pa., Oct. 1—Up to date about seventy-five cars have been sold by local dealers this season, and fewer than half of the machines were bought by residents of the city. It is rather strange that only such a small percentage of automobiles were disposed of to townspeople when it is considered that Reading is wealthy, is an automobile manufacturing place, and has some good roads.

"The reason more cars are not sold in town," said a dealer, "is that our people don't put up the money as quickly as they do in other cities. They want to be sure they are going to get the best that can be bought for the amount they want to invest. They wait and watch what the different cars on the market do and then they begin to make up their minds that they may finally buy a car. If all those persons who have given assurance to the local dealers that they would buy this year do so, we will have had a splendid business season."

The majority of the cars sold cost between \$1,000 and \$2,000, while only half a dozen more expensive machines are to be found among the cars sold this year. All told there are about seventy-five owners of automobiles in town, but within another year it is hoped that the number will be doubled. The outlook for next year's trade is satisfactory, and providing the 1905 machines are placed on the market early the dealers will be kept busy.

The sundries and accessories trade has also

been satisfactory this season, while the three garages have done well. The Reading Automobile Co., at Cherry and Fifth streets, probably did the largest amount of storing and repairing. This concern has place for about twenty-five cars. Two other places are the Xander Machine & Supply Co., 926 Bingham street, and Edwin S. Youse, 31 Wood street. The charges for storing cars depend upon the car, and amount to \$10 a month for a runabout and \$20 for a big touring car. In the charge is included the delivery of the car to the home of the owner, cleaning and oiling, and general inspection. Comparatively few of the local owners send cars to the local garages, as many have their own automobile sheds.

MOTOR BUSES IN SELANGOR

A motor car service from Kuala Kuba, Selangor, into Pahang, which has been talked of for some time, has at last been successfully achieved, the governments of Selangor and Pahang having subsidized a daily service. The distance is about 90 miles, the road rising to an elevation of 2,700 feet. So far the service has proved an unqualified success, reducing what used to be a long and tedious journey into little more than a short pleasure trip.

EXECUTED BIG MORTGAGE

The Consolidated Manufacturing Co., of Toledo, O., which was formed from the merging of the Kirk and Snell bicycle and automobile industries, a few days ago executed a mortgage for \$200,000 to the Ohio Savings Bank & Trust Co. The money is to be used for enlarging and expanding the company's business. The papers were signed by E. P. Breckenridge and A. W. Colter, president and secretary.

THE READERS' CLEARING HOUSE

MOTOR PROPORTIONS

Noblesville, Ind.—EDITOR MOTOR AGE—How large in diameter should the balance wheel be for a three-cylinder motor of 4 1/4-inch bore and 4 1/2-inch stroke, cranks set at 120 degrees; and how heavy should the rim be? Which is better, a distributing box and one coil or three coils without the distributor. The motor in question is air-cooler. Would a 2-inch compression space above the piston be too much? The valves open directly into the cylinder.—A. P. ROBERTSON.

A fly wheel 18 inches in diameter with 70 pounds weight in the rim will be suitable for this motor. Unless very carefully insulated a distributing breaker will give considerable trouble. In case one of this type is used see that there is an insulating space of at least 1 1/4 inches between the conducting parts, excepting the distributor, which should clear the plug terminals by 1-32-inch. Arrange the clearance volume in the cylinder when the piston is at the head end so it is 28 per cent of the piston displacement.

TERMS OF HEAT MEASUREMENT

New Buffalo, Mich.—EDITOR MOTOR AGE—Will you give me the relation existing between degrees Fahrenheit and degrees Centigrade?—M. V.

In both scales of heat measurement there are two permanent points, which are the boiling point and the freezing point of water. On the Fahrenheit scale water boils at 212 degrees and freezes at 32 degrees. On the Centigrade scale water boils at 100 degrees

and freezes at 0 degree. For this reason 100 degrees on the Centigrade scale are equivalent to 212 degrees less 32 degrees, or 180 degrees Fahrenheit. To transfer from one scale to the other, take 1 degree Centigrade to equal 9-5 degree Fahrenheit. This rule applied to the conversion formula is for temperature in Fahrenheit degrees,

$$F = \frac{9}{5}(C + 32^\circ)$$

and for temperature in Centigrade degrees,

$$C = \frac{5}{9}(F - 32^\circ)$$

ELECTRIC CAR EXPENSE

Chicago, Ill.—EDITOR MOTOR AGE—I intend to buy an electric runabout. What will be the approximate expense per month, and how would the expenses be divided?—W. R. D.

It is scarcely possible to give the expenses in detail inasmuch as the make of car and the care given it are of importance in this respect. The life of an automobile storage battery should be at least 3 years if properly made and cared for. The tires should last at least 2 seasons, leaving the charging expense and incidentals to be accounted for.

BALANCING MOTOR

Chicago, Ill.—EDITOR MOTOR AGE—Should the cranks be disposed at 180 degrees or at 120 degrees in a three-cylinder motor, which is to balance.—G. ARNDT.

A three-cylinder motor will be balanced only with the cranks at 120 degrees.

USE OF BENZOL INDEX

New York, N. Y.—EDITOR MOTOR AGE—I understand that "benzol" has been used in some of the motor cars in England. Can you give me any information on the use of benzol as a substitute for gasoline?

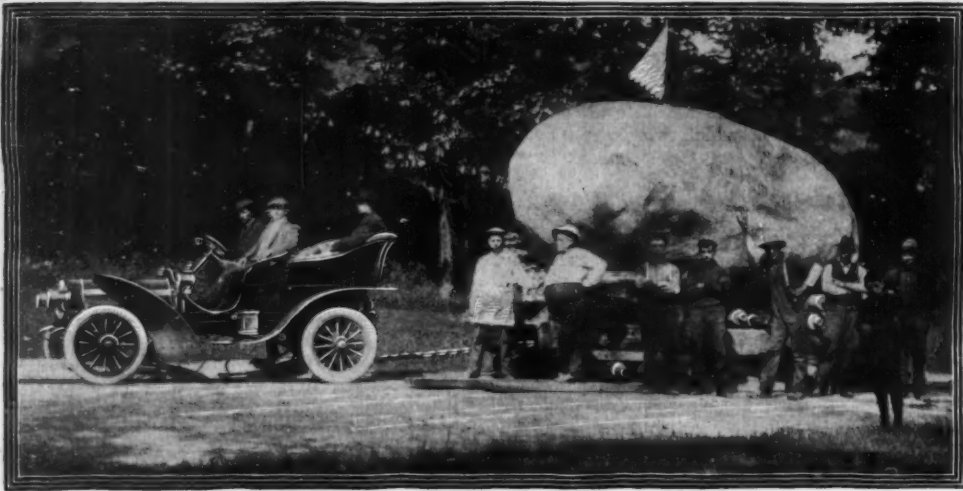
Benzol is a coal tar product important in the manufacture of aniline dyes. It is also called benzin, benzene, bicarburetted hydrogen and hydrite of phenol. The crude tar from the gas works is regularly distilled and the light oils subjected to a still further fractional distillation. It is colorless, quite refracting and has a gravity of .85 at 15 degrees Centigrade. Generally the combustion of benzol is accompanied by the presence of free carbon. In England benzol and alcohol are used in motor cars on account of the high price of gasoline, or petrol, as it is called there, good grades of gasoline costing from 35 cents to 62 cents per gallon. The use of benzol in this country at the present time would increase the power cost of an automobile. Possibly in the future benzol may be used to some extent, as it has been made artificially and a synthetic method of formation may be practical.

SINCHOLLES' FASTEST MILE

Utica, N. Y.—EDITOR MOTOR AGE—Will you kindly tell me the fastest mile made at the New York state fair meet a year ago? It was made by Sincholle, I believe.—R. B. BILLINGS.

At the Syracuse meet, held September 11, 1903, the fastest mile scored by Jules Sincholle in a Darraq, and the fastest mile of the day, was in 1 minute 2-5 second.

FROM THE FOUR WINDS



FRANKLIN TOURING CAR FURNISHES THE POWER FOR MOVING A 100-TON BOULDER

Has Hack Service—An automobile hack service will be established in Boise, Idaho, by R. L. Turner.

Held Moonlight Run—A moonlight automobile fide was arranged sometime ago by the ladies of the First Congregational Church, of Rockford, Ill. Twelve cars with forty passengers took part in the run.

Given a Warning—A few days ago the mayor of Aurora, Ill., telephoned to most of the local drivers of automobiles and summoned them to his office, where he lectured them for half an hour and advised them that unless they stopped driving at greater speed than the ordinance provides they would be punished severely.

Suit Over Collision—Dr. A. E. Larkin, of Syracuse, N. Y., has sued the Syracuse Rapid Transit Co. for \$1,000 damages to his automobile. The physician was riding in his machine with a friend when a car came rapidly around the corner. After the collision the automobile looked like 30 cents and the doctor was much shaken up. Marshal C. Warwick, the other occupant of the car, has also brought suit for a like amount.

Speed Merchant Pinched—Herbert H. Lytle, who has entered for the Vanderbilt cup contest, was arrested recently for driving a Pope-Toledo car faster than the law provides on the streets of Toledo, O. Last Saturday Lytle was fined \$10 and costs, which was suspended upon the condition that the law be hereafter observed. Lytle was speeding his new favorite machine which enters the Long Island races when he was arrested. This makes the second time he has been in police court for exceeding the speed limit.

Fixing Bad Spot—The village board of Solvay, N. Y., has taken action to make less dangerous a strip of road that is passed over by all tourists going east or west through the central part of New York state. In West Genesee street, Syracuse, a steep hill leads down from the city line into Solvay and for some distance the street is on a sharp curve. Near Orchard road this is the worst. On either side of the street there is a deep ditch and complaint has been made that horses and carriages are forced off the street into the ditch by automobiles, causing the horses to be scared. It was decided by the board to fill up the ditch and to place caution signals.

On the sharp curve a "slow down" signal will be placed. Speed regulations will be passed compelling automobilists to go at a moderate rate through the village.

Visiting Factories—George E. Middleton, of the West Coast Motor Car Co., of San Francisco, Cal., has returned to the Pacific coast after having spent several months in the east, mostly at the factory of the Autocar Co., of Ardmore, Pa. Middleton also visited the Electric Vehicle Co., at Hartford, Conn.

Working Nights—It is reported that the Michigan Automobile Co., of Kalamazoo, Mich., will increase its capital \$50,000 in a short time owing to the increase in business. The factory is being kept busy until 10 and 11 o'clock at night 3 days in the week, and even this does not enable the concern to deliver all the cars which are ordered.

Increased Directors—As a result of absorbing the Automobile Transit Co., the Mobile Carriage Co., of San Francisco, Cal., has increased its board of directors from five to seven. The members of the present board are J. A. Marsh, Livingston Jenks, C. K. Harley, H. C. Tilden, C. L. Tilden, Henry H. Davis and Frank E. Hartigan. The last named will also be general manager of all the interests of the Mobile Carriage Co.

Want All to Join—At a meeting of the Automobile Club of Kansas City, Kans., held September 29, it was decided to arrange a tour to Leavenworth, Kans., for October 15. All the automobilists of Kansas City, whether members of the club or not, are invited to join the run, which is arranged in connection with the meeting of the Interstate Automobile Association, to be held in Leavenworth on the same day.

Forming Young Trust—The Auto Express Co. and the Toledo Fire & Police Notification Co., of Toledo, O., last Saturday purchased outright all the interests of the Q Express Co. and the American District Messenger Service. It is the purpose of the Auto Express Co. to bottle up the entire express delivery and messenger service in the city. The Auto people, in a few weeks, have already built up a big business. They are now planning the purchase of a dozen or fifteen automobile delivery wagons to be added to the delivery equipment. The scheme of delivery is being received by Toledo people with open arms. The Auto people are

doing a rushing business and by the time the new concern has been in existence a year it expects to have installed in the neighborhood of twenty parcel wagons and a number of trucks.

Groceries to Garage—F. E. Dusenbush and Cheney Prouty, of the W. J. Prouty Grocery Co., of Des Moines, Ia., will open an automobile store at the corner of West Seventh street and Grand avenue, in Des Moines. They will probably handle the Marion car.

Talks Good Roads—The Atlantic Coast Automobile Association, of Norfolk, Va., and with the chamber of commerce of the city, are arranging a good roads meeting to be held October 12. It is expected that several government and state officials, as well as representatives of the National Good Roads Association, will be present.

Club at Watertown—The automobilists of Watertown, N. Y., have formed the Watertown Automobile Club. The following officers were elected: President, L. G. DeCant; vice-president, John Solar; secretary, Curtis White; treasurer, Omar A. Hine; executive committee, B. B. Taggart, George McCarten and C. W. Gray. Edward Merritt was named as marshal and H. R. Huested as assistant marshal.

A Blue Book Station—C. H. Minchin has recently opened a new automobile repair, supply and storage station in Greenwich, Conn. It is generally known as the Greenwich Auto Blue Book Station, and Minchin has a similar place of business in Port Chester, N. Y. General repair work is done in the new station where an ample supply of parts and accessories is carried. Minchin is local agent for the Locomobile, Autocar, Cadillac and Orient. Ten cars can be stored in the place, which is located 100 feet from the Boston Post road, on Greenwich avenue, a very desirable situation.

Another Annoyance—Automobile owners in Providence, R. I., have found to their sorrow that the automobile law, which went into effect last June, has placed another obligation on them besides the registration fee of \$2. In the tax book, which was published last week, they found themselves taxed for personal property amounting to all the way from \$600 to \$2,000, and upon investigation they have ascertained that the assessors have been consulting the registration lists in the Rhode Island state house, and have found out just who owns automobiles and who does not. The rate for personal property in Providence is \$16.50 on \$1,000.

Novel Case—While taking an evening automobile ride two motorists of Peoria, Ill., Frank Whiting and Norris Smith, found William Laughlin intoxicated on the sidewalk. Upon his request the motorists took him in their car, and he promised them \$5 for the service. On the way to his hotel he suggested that he be given a fresh air drive, for which he agreed to pay \$2.50 extra. Laughlin was taken to his hotel and the motorists then asked for the \$7.50, which the man refused to pay. Whiting and Smith brought suit against him. It was held by the defense that the automobilists had no city license to haul passengers and thus had no recourse at law, while it was claimed by them that they had rendered a signal service to Laughlin in picking him up and thus preventing his arrest. The

court thought the same way and rendered judgment against Laughlin for \$7.50, besides court costs and attorney's fee.

Increased Capital—The Pontiac Body Co., of Pontiac, Mich., has increased its capital from \$30,000 to \$50,000 and will begin the erection of a new building 60 by 150 feet. Automobile bodies will be manufactured by the company exclusively.

Has Yost Plant—At the annual meeting of the Consolidated Mfg. Co., of Toledo, O., E. T. Breckenridge was elected president; Ezra E. Kirk, vice-president; A. W. Coutler, secretary, and J. B. R. Ranson, treasurer. The board of directors is formed of the officers and E. W. Tolerton. The old Yost Mfg. Co. plant will be added by the company.

Detroit's Motor School—The programme of this year's course of the Detroit motor school, which is under the auspices of the Young Men's Christian Association of Detroit, Mich., consists of twenty-two lectures, with demonstrations and practical illustrations of gasoline, electric and steam motors. The teachers are A. P. Brush, H. M. Coffin and E. J. Stoddard, who is dean of the faculty.

Coey's Noble Act—C. A. Coey, the Chicago agent for the Thomas car, came to the rescue of a bride and groom who were being pursued by rice throwers a few days ago on Michigan avenue. He was sitting on the balcony of the Chicago Automobile Club and saw the young married couple in a carriage which friends pursued in another carriage. Coey jumped in his automobile and after overtaking the couple took them in his car and soon they were beyond pursuit.

Will Sell Brookes Saddles—The Hendee Mfg. Co., of Springfield, Mass., has secured the exclusive right of selling the famous Brookes saddles in America. The Brookes saddles are manufactured by J. B. Brookes & Co., of Birmingham, England, probably the oldest concern manufacturing saddles for bicycles and motorcycles. The Hendee Mfg. Co. is the manufacturer of the Indian motor cycle, and these machines were equipped with the English saddles during the past season. Owing to the satisfaction given by the saddles, the American concern started negotia-

tions for the exclusive agency of the English saddles and was successful in this direction.

Swinehart in New York—B. Clifford Swinehart, secretary of the Swinehart Clincher Tire & Rubber Co., of Akron, O., has gone to New York, taking charge of the New York office of the concern, which was formerly under the management of W. C. Parsons.

Did Not Resign—Archie Hughes, Providence, R. I., agent for the Pope Mfg. Co., denies that he has resigned from the company, as was reported. Mr. Hughes says that Providence is all right for him, the Papes are good enough for anybody, and he proposes to stay where he is.

Ten Cents a Ride—A social affair was given by the Young Women's Christian Association of Aurora, Ill., a few days ago at which automobile rides were the principal feature. For 10 cents a ride was furnished and the fourteen cars used enabled the organizers to take in about \$50.

Tried Several Speeds—The members of the city council of Wilmington, Del., were the guests of the Delaware Automobile Association a few days ago and were given a ride through the city and the park. The cars were driven at various speeds in order to show the city fathers what 8, 12 and 15 mile speed is.

Not so Valuable—The Florio cup, offered by the Italian automobilist Chevalier Florio, is worth \$2,000 instead of \$20,000. The race for the cup will be run during the annual Brescia race meet, during 6 consecutive years and the driver who will have won the event the greatest number of times during the 6 years will become the owner. A small cup and a cash prize will be given the winner of the event each year.

Held Its First Run—Forty members and guests of the Houston Automobile Club, of Houston, Tex., took part in the first run of the new organization, which was held a few days ago. A dozen cars were in line and many city people lined the streets where the start was made. At a recent meeting of the club, the following chairman of committees were named: C. Bender, Jr., finance; A. C. Hardesty, membership; Spenceer Hutch-

ins, entertainment; C. W. Hawkins, regulations, rules and law; C. L. Bering, touring; S. E. Bering, racing; captain of the club, W. A. Burkett.

After New White—C. A. Hawkins, general manager of the White Sewing Machine Co. branch at San Francisco, Cal., left for Cleveland, O., a few days ago and will try to obtain a 1905 model White car to participate in the San Francisco-Los Angeles endurance run.

New Detroit Store—John R. Sterling, who was formerly a secretary of the old Citizens' Street Railway Co., in Detroit, Mich., and who later was a theatrical manager, has decided to enter the automobile business in Detroit and will soon open a store at 31 Woodward avenue. His sons will help him.

New Iroquois Out—The J. S. Leggett Mfg. Co., of Syracuse, N. Y., has a contract with one concern to make twenty-five bodies a week commencing November 1. The company has completed its 1905 model Iroquois. It has side entrance, and 25-horsepower motor. It is expected that one will be on the street inside of 10 days. The Leggett company has worked up a large body business.

Another Rambler Branch—Thomas B. Jeffery & Co., of Kenosha, Wis., manufacturers of the Rambler cars, have opened a branch house at 242 North Broad street, Philadelphia, Pa. The states of Pennsylvania, New Jersey, Delaware and Maryland will be under the control of the new branch house, which is under the management of W. F. Smith, who has been identified with the Kenosha concern for many years.

Good Steam Business—Gilbert M. King, treasurer of the Central Automobile Exchange, of Providence, R. I., has resigned after being in the concern about 8 months. The Central Automobile Exchange is engaged in selling Stanleys and Whites, and it has sub-agencies in Hartford, Conn., New York, Fall River and Franklin, Mass., and has an order with the Stanley company for 700 machines to be delivered this year. It has done an extensive business in Providence with the Stanley. Mr. King is succeeded by Leo F. N. Baldwin, who is the president and secretary.

NEW BUS LINE SERVICE INAUGURATED

Three of the new busses of the Auto Traffic Co., of Pennsylvania, are now in use on the Etna-Allison park line, in Pittsburg, Pa., 5 miles long. Each seats twenty passengers, with considerable space on the roof. The body of the bus is of the car-type, made by the Ellis Cab and Omnibus Co., of Cortlandt, N. Y. The usual type is modified so that one man can operate it. There is a concealed rear exit for use when

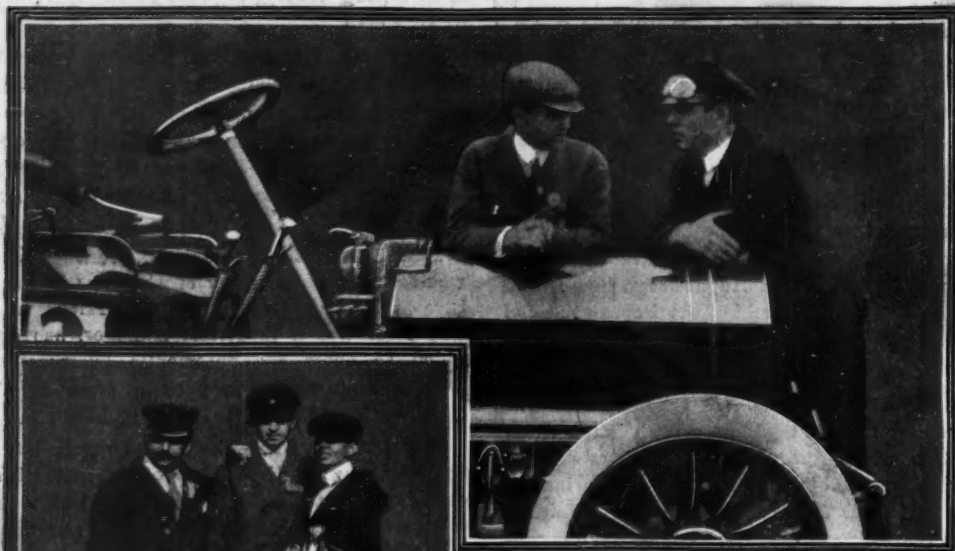


ONE OF THE NEW MOTOR BUSES RECENTLY PUT INTO SERVICE AT PITTSBURG

INDEX

two men are employed. Six semi-elliptic springs support the body. The frame is carried on pedestal springs of short range. Gasoline and gas-electric motors are used. These are parallel to the axles by a simple device. The axles are thrown in opposite directions but at equal angles for radial steering, and at equal angles in the same direction for oblique steering. The busses are already doing a most satisfactory business.

CHICAGO'S FIRST GOOD MEET



COMMITTEEMAN WEINTRAUB, JERRY ELLIS
STARTER DANIELS

Chicago, Ill., Oct. 1—The history of automobile race meets under Chicago auspices reads for 4 years: Fizzle, fizzle, fizzle, blank. The tide has turned. Chicago has held a race meet which has not fizzled, but which has been the real article, gauged even by present-day standards. True it has not been quite a Glenville or an Empire affair, but it has taken the smudge off Chicago's racing face, and has made a beginning for an era of successful race meets in this vicinity.

At Harlem track yesterday and today the Chicago Automobile Club furnished motor racing sport which attracted goodly crowds and satisfied those crowds. The meet has been enough of a success to warrant classing it with the notable meets of the season.

For the first time in the history of automobile racing in Chicago, mile-a-minute going has been realized. Carl Fisher in the Premier Comet drove a 5-mile race at almost a mile-a-minute clip and covered 1 mile of it in 59.45 seconds. As contestant in this fast going he had Frank Kulick in the Ford light racer, and these two put up several contests such as have never been run in this section, and one race that stands as among the most closely contested and spectacular speed battles of 1904.

Supporting these stars were two-score of lesser lights who contributed fairly good racing. Some of the events were not greatly exciting, but the most of them were sufficiently interesting to please the spectators, while the events in which the two flyers appeared were so eminently excellent that as a whole the programs were good.

Friday was not a bright day and suggested rain. Notwithstanding, a crowd of about 3,000 gathered, and fully 100 automobiles lined the infield fence. The events run off were well

CHAIRMAN JACK FRY LISTENS TO A YARN

received, and when Saturday came with a bright, cloudless sky, it was almost sure that the cheerful afternoon and the good impression created by the first day's races would combine to draw the people. This proved true, and nearly double the persons present Friday passed through the gates today. In the infield were about 250 cars loaded with spectators, the paddock had its quota and both floors of the grand stand were somewhat more than comfortably filled.

The long distance to the Harlem track was hardly a drawback, on account of express train service on the Lake street elevated railway, and the route taken by those in automobiles was fairly good. While it has suffered one unsuccessful meet, the meet of yesterday and today has shown that Harlem will likely rank with those other tracks of the country which have already become recognized as centers of automobile sport.

The track itself is a peculiar one. In shape it is excellent, but it has a heavy cushion for running horses, which is especially notable on the home stretch. This portion of the course is like rubber and is not as smooth as it might be. The back stretch furnishes better going.

Thus with a fairly good track, a good program, good racers and a good crowd, the meet lacked excellence in only one essential feature—track management. The laxity of track officials did not result in any unpleasantness, for the meet was scot free from accidents; but it robbed the racing of that snap which has characterized especially the Cleveland and Empire meets.

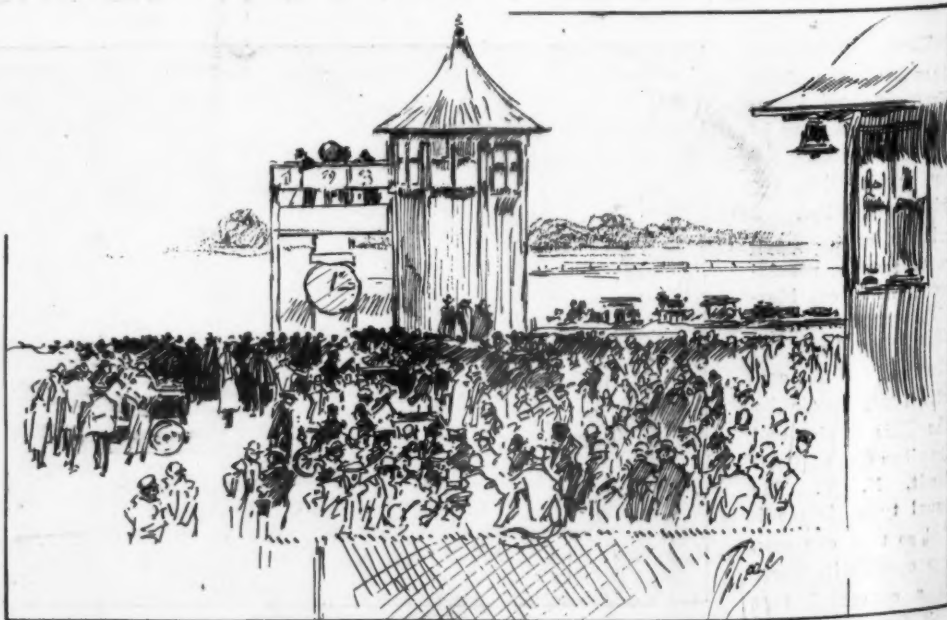
There were many changes in the program as printed, and the spectators were at most times at a loss to know exactly what event was being run. Besides this there was considerable confusion in starting the events, and nothing but vain effort toward keeping people off the track. So far, indeed, did the unsystematic track management extend that today the starter took it upon himself to change, upon the track, the handicaps given him at the time of the 10-mile handicap race.

Another disappointment existed in the failure of Barney Oldfield to carry out his virtual agreement to race here, he having at the last minute decided to go to Pittsburg. Negotiations with his manager were unavailing, and thus the meet was heralded in the Chicago morning papers of Friday with the display-headed announcements that Oldfield would not race at Chicago, this fact being featured in all the stories much to the detriment of the meet.

Despite the deficiencies of the management and the dearth of fast performers, the meet on the whole was a credit to its promoters and proved an affair profitable to the Chicago club and satisfying to the Chicago crowd.

The racing began with a laugh, the first event on Friday's program being a start-and-stop affair of 3 miles, in which it was necessary to start the engine after the pistol shot, the operator and three passengers then mounting their seats, this being repeated at each mile. It was won by W. Knipper, in a Pope-Toledo; with A. G. Schmitt, Apperson, a good second, and Jerry Ellis, Apperson, third. Henry Ullmann, White steamer, made an excellent showing in the stopping and starting stunts, but his racing gait was not swift enough to place him. With him in the "also" class was W. H. Brown, Meteor, who was lapped by the leader. The crowd was immensely pleased with the acrobatics of the contestants and their passengers. No time was announced.

A 5-mile match race between two Michigan



PIZZLE PICTURE—FIND THE CLERK OF THE COURSE

cars driven by O. E. Schell and G. E. Holmes, respectively, made it apparent that the smile would come off, for it was a tame, long-drawn-out affair that reduced the crowd to whistling the rag-time airs of the band. Schell took the lead from the start, and won by nearly a half-mile, in 10:28. One mile would have told the story.

The third event introduced mile-a-minute go-

back stretch of the second mile, allowing Mrs. Reginald Smith, formerly Miss Neva E. Scott, to drive her Locomobile safely to victory. Such races are hardly suitable for head-liners in racing vaudeville.

The 10-mile handicap was an exceptionally pretty race, but, like all 10-mile handicaps, was a sealed book until the announcer told who had won. Handicaps should be cut to distances

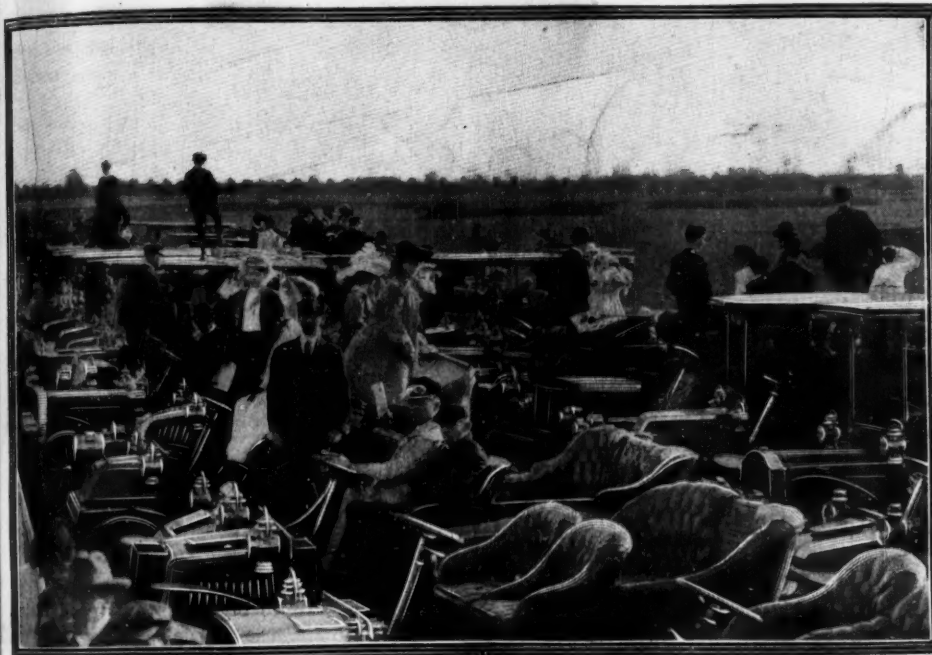
8....O. C. Friend.....Austin4:30
9....Fred H. Davis.....Winton5:30
10....S. S. Gorham.....Winton5:30
A. G. Smith, Apperson, 4:30; William Dominick, Dominick, 6:30; and Herbert Lytle, Pope-Toledo, 2:00, did not finish. The time was 16:29.

The Friday program closed with an Australian pursuit race between Carl Fisher in the Premier Comet, and Edgar Apperson in the 24-horsepower Apperson, the cars being started on opposite sides of the track. Fisher gained steadily from the gun, and caught and passed Apperson at $3\frac{1}{2}$ miles.

The program had been a peculiar combination of spirited professional racing, both tame and good amateur racing, long waits, poor starts and a somewhat confused order of the events. As a whole the crowd liked the game. It laughed good naturedly at the freight train races and applauded vigorously the gay dashes of the expresses.

The spirit of the thing was everywhere and there was little kicking. Even the followers of the women's match race brought forth only good natured joshing. The star performers had made attendance worth while. A little harmless play could be tolerated.

The attitude of the spectators was, in fact, a gratifying change from that displayed at the previous and somewhat unfortunate automobile race meetings in Chicago. Then there

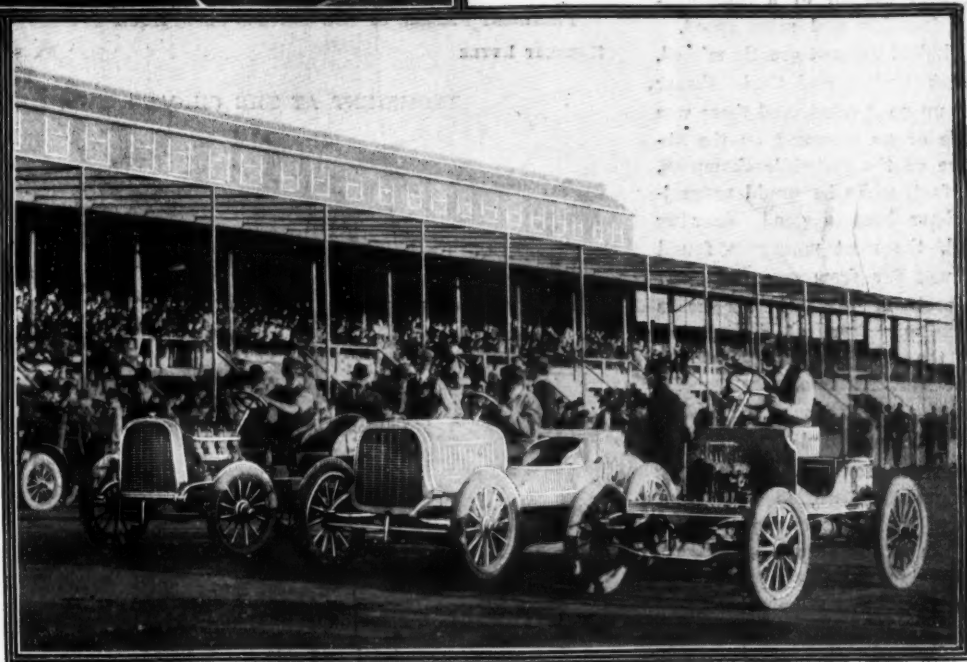


SOME OF THE INFELDERS

ing to Chicago—almost—for it brought out Kulick in the light Ford racer and Carl Fisher in the Premier Comet. The race was supposed to be open to all machines of the voiture legere class, but it resolved itself, for want of other starters, into a match between these two small flyers, and was Kulick's race from start to finish. For the first two laps it was hub-and-hub, with Fisher on the outside trying to get the lead on the turns, but unable to rush forward enough to take the pole. Then the Comet ran poorly enough to allow Kulick to gain an open lead of 100 feet in the third mile, and his falling off in stride continued, so that the Detroit won by a clear 400 yards, in 5:27. Kulick was immediately greeted as the hero of the meet and as such continued throughout the afternoon.

The 5-mile free-for-all brought out these same two, Herbert Lytle in a 24-horsepower Pope-Toledo of road racing order, and two local drivers, F. O. Tallman in a 14-horsepower stripped Renault and Edgar Apperson in a 24-horsepower stripped Apperson. Again the little four-cylinder Ford showed its exhaust to the chasers, winning handily in 5:29, much to the satisfaction of the spectators, who had taken a strong fancy to the car and its driver. Kulick led at the start, followed by Fisher, Lytle, Tallman and Apperson, in order. The race was between the Ford and the Comet, for the others were soon distanced, Tallman being lapped in the fourth mile. At the end Kulick was 100 yards ahead of Fisher, $\frac{1}{2}$ -mile ahead of Lytle and nearly $\frac{3}{4}$ -mile ahead of Apperson.

With serious faces and determined eyes, two Chicago women drove onto the track and faced the starter fearlessly. It was called a match race for 5 miles, but was more of a joke than anything else, for one of the pair, Mrs. L. T. Boenitz, in a Pierce Arrow, stopped in the



START OF RACE FOR HEAVY CARS SATURDAY

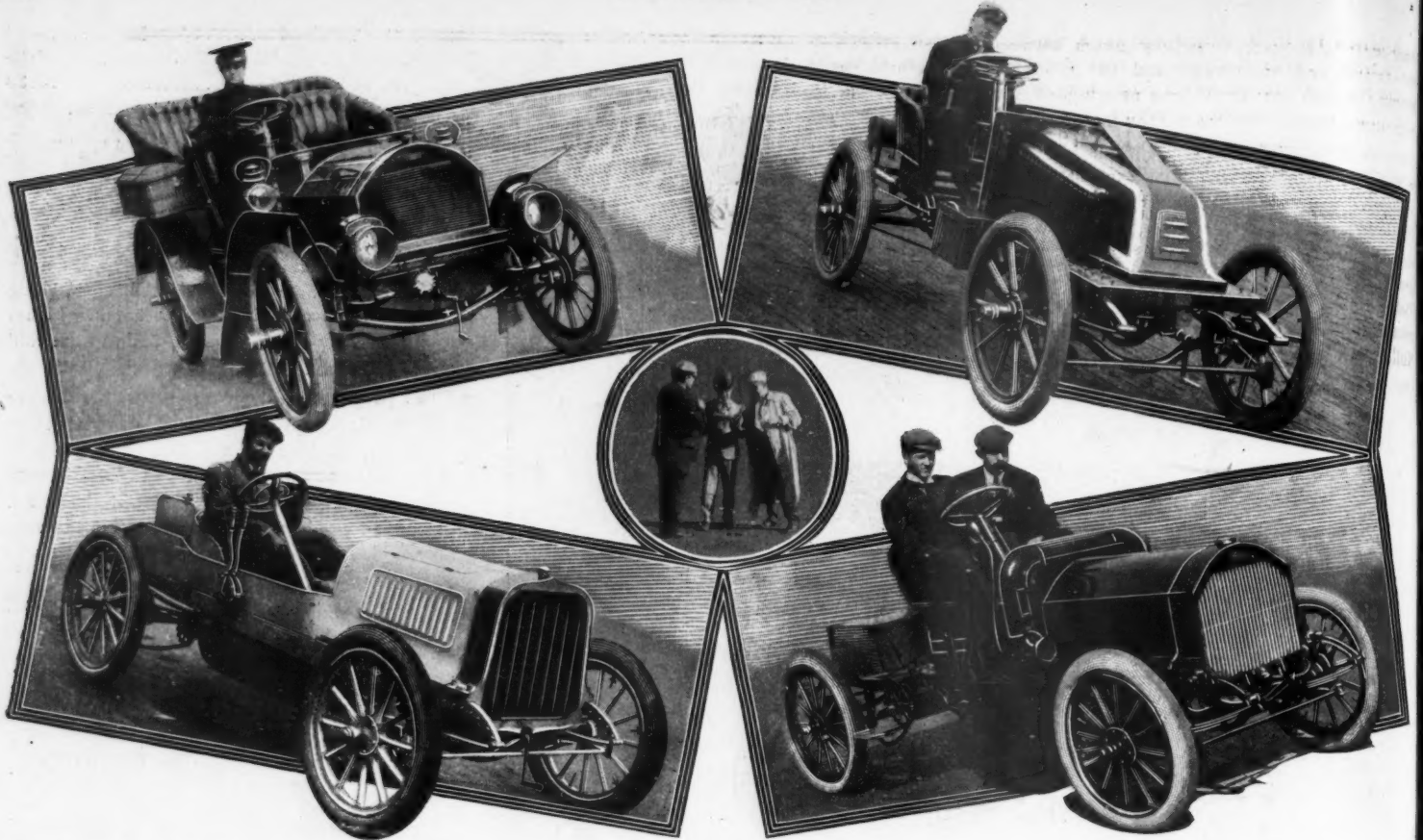
which would permit of a comparatively short limit, with no car over a lap ahead of scratch, and consequently with a gradually bunching field. Thirteen starters were strung out over several laps, the limit being 8 minutes 30 seconds. Kulick drove his little Ford from scratch and made a game race of it, finishing fourth, but unable to head the long mark men. The race is best told by the following score:

POSITION.	DRIVER.	CAR.	HANDICAP.
1....	F. O. Tallman.....	Renault	6:30
2....	Edgar Apperson.....	Apperson	2:30
3....	O. E. Schell.....	Michigan	8:30
4....	Frank Kulick.....	Ford	Scratch
5....	H. E. Thomas.....	Locomobile	8:00
6....	A. J. Ellis.....	Apperson	4:30
7....	L. D. Sheppard.....	Sheppard	5:30

was a good deal of growling over tame events and some actual kicking. For instance at the last meet many who attended the first day went home to advise their friends to stay away the second.

The writer remembers in particular a conversation between two men near the press box. Asked one: "Is your wife here today?" "No," was the reply, "I came out alone today to see if the game is good enough to warrant bringing her tomorrow. As it is I guess we will both stay at home."

The meet yesterday and today changed all this. In the first place the meet, whatever might be its faults, was 300 per cent better than any meet ever run here. In the second place the Chicagoans have become more familiar with the game, are more interested in it and are consequently less inclined to criticize. Fi-



nally there was much more color, more of the air of a metropolitan function and more speed.

Oldfield was not greatly missed. Frank Kulick and Carl Fisher put up good sport, and there was little or no comment on the absence of the erstwhile champion. In fact, while he would naturally have been a good drawing card, the meet managers found he was far from essential. It is probable that whether he is given any form of disciplining by the racing board of the American Automobile Association for his confusion of racing dates, he will find that at least one race promoter, the Chicago Automobile Club, is not going out of its course to make a star of him in the future.

Judging the day's sport with due regard to its limited field of really fast racing cars, it was a creditable program in itself. The more than doubled attendance today tells exactly what those on hand at the opening thought of it.

The daily papers, too, helped to boost it along well, for not only did they give it more preliminary attention than has before been devoted to such a subject in Chicago papers, but they gave Friday's meet excellent attention and thus helped considerably the advertising of today's racing.

The last few events Friday were a trifle late and the bulk of the crowd left before the program concluded, one of them being the 10-mile handicap, one of the best races, in which there

MRS. ROENITZ

PRESIDENT FARSON, OF THE CHICAGO CLUB, MUCH INTERESTED

HERBERT LYTLE

F. O. TALLMAN

FRY AND APPERSON

PROMINENT AT THE CHICAGO RACE MEET



LYTLE POSING FOR A PHOTOGRAPH

DR. WEINTRAUB HURRIES TO THE BANK WITH THE GATE RECEIPTS

JERRY ELLIS IN A CHARACTERISTIC POSE

were big fields and good racing.

The officials, many of whom were new to the game, gained experience Friday and today there was not so much waiting, so that while a much longer program was carried out only the very last race, the handicap, was without the full attendance to witness it.

Friday night the club had found itself practically even on expenses and had only to worry about the velvet. This seemed assured and conjecture applied only to its extent and was caused only by the prospects of rain. But Saturday awoke with a smile, jumped out of bed on the right side and was good natured till the genial sun cast its last reluctant glance upon the white oval and yawning grand stand. There would be nothing stingy about the velvet.

Club members were loyal to the club and turned out in force. A great representation of the cars owned by the club members ran into the infield, a large gathering of club men and their families sought the grand stand and each contingency was supplemented by Chicago's best, financially, in appearance, in dress and in good humor. The second and closing day of the meet began with great elation.

Saturday not only were the other features of the meet much better than on Friday, but the racing itself was better.

The first race was for the Diamond Challenge cup, the perpetual trophy given by the Diamond Rubber Company. Though it had

four starters it was virtually a match between the Comet and the Ford, and in it Fisher knocked Kulick off his throne as king of the meet and became the idol of the grand stand, much to the surprise of that grand stand, for Kulick had been accepted as invincible. The other two were W. Knipper, Pope-Toledo, and Charles Rayfield, Tincher. The latter's was a stripped car, which had been expected to do great things, but it failed to make good. Fisher ran away with the race from the start, gaining about a hundred yards each lap from Kulick, while the pair of them stole quickly away from the others. Fisher won by about 400 yards from Kulick, with Knipper $\frac{3}{4}$ -mile to the bad and Tincher lapped. The time was 5:15%, the fastest going thus far of the meet.

Kulick got back at the Hoosier in the first heat of the 5-mile best-two-in-three heat match race between the Ford and the Premier Comet, and right then automobile racing became a thing of warm interest in Chicago. The crowd had found a contest that promised great scraping, the trade interests back of both contestants barring the possibility of hippodrome racing. It was a real fight. Kulick got the best start and gained 50 yards on the first turn. Fisher soon struck his stride, however, and passed Kulick entering the back stretch. At the end of the mile he led by 50 yards, and at 3 miles he was fully 100 yards ahead. It looked like a repetition of their first meeting that day, but Fisher's carburetor became flooded and the tables turned. At the end of the fourth mile the Comet's lead was only 50 yards, and in the back stretch the Comet was caught and passed. The two entered the home stretch of the last lap almost together. It was a pretty race down the straight, Kulick winning by three open lengths in 5:27. The fastest mile was the second, run by Fisher, in 1:01%.

The crowd laughed when the starters came out for the 5-mile touring car race for club members. The cars were to be driven loaded, and the sight of passengers well down in the bottoms of tonneaus and some, even, with their heads only sticking through oil cloth wind shields, started the spectators to "joshing."



MRS. SMITH, NEE MISS NEVA SCOTT, DEMONSTRATED THAT PROPER HAIRDRESS FOR RACING IS NOT A LA POMPADOUR



MRS. ROENITZ' CHANCES IN FRIDAY'S WOMEN'S RACE WERE DESTROYED BY THE DEPLORABLE FACT THAT HER BONNET WASN'T ON STRAIGHT

It was an easy pick-up for Edgar Apperson, with his 24-horsepower car equipped with side entrance body and looking as meek as a well-proven family horse. After a shoe-string start



CHARACTERISTIC DRIVERS' POSITIONS

the seven contestants continued to spread until they were spaced around the oval. Apperson was always ahead, with Orlando Weber, Pope-Toledo, second, until in the last mile, because of a tire puncture, he lost his place, allowing

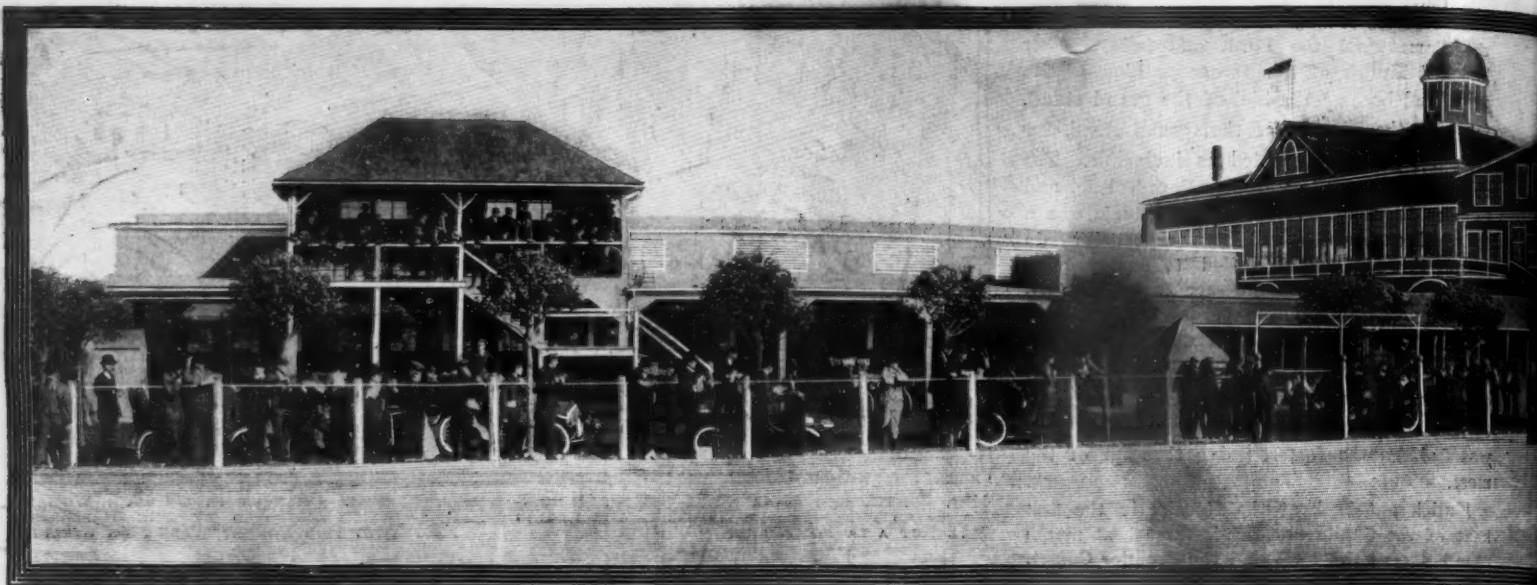
Charles Weber, also in a Pope-Toledo, to run into second position. W. S. Austin, Austin, was third. O. C. Friend, Austin; John Farson, Jr., Apperson, and Ralph Temple, Franklin, were the tail-enders. The time was 6:23.

The two performers in the women's race of Friday were supplemented by Miss Pearl Laverty, Packard, to form a triangular match of 3 miles. Mrs. Roenitz had no trouble with her car this time and won by 100 yards from Mrs. Smith, with Miss Laverty nearly $\frac{3}{4}$ -mile back, she having had some car trouble during the second lap. She was heartily greeted by the crowd, however, which admired her pluck in sticking to a losing game. The time was 6:12.

The second heat of the Ford-Comet 5-mile match was the greatest race of the day, of the meet, and one of the greatest races of the season. The time was not particularly fast, but was such a see-sawing affair that even the most initiated of the spectators were held in doubtful suspense from start to finish. From a standing start Kulick got off first and gained 100 yards on the turn. In the backstretch the Comet stretched its limbs and flew after the light class champion; but without avail, for Kulick maintained his lead until the mile was ended. In the backstretch on the second mile the Comet rushed forward and cut down the Ford's lead rapidly, being but 100 feet behind at the end of the lap. Around into the turn Fisher then drove at a wonderful gait in consideration of the condition of that turn and caught Kulick as he swept into the back straight. Together they raced around the far turn and into the homestretch. It was Fisher's lap by 50 feet. Kulick caught up a little on the turn and in the back stretch ran to the lead, only to lose it and again let Fisher take the lap, this time by about 75 feet. The whole crowd was on its feet. Such racing had never been seen in Chicago; Harlem's flag had never waved over such a struggle of speed; it was immense. Into the back stretch of the last round they sped on nearly even terms and so on around the turn. As the single dust cloud reeled into the home stretch and the final struggle began Fisher had the pole, with Kulick hugging him close. It was either's race. If there had been time there would have been much betting, for such a gamble had not arisen in many a day. On together they came, but it was not in the Detrouer to close the almost imperceptible gap, and Fisher dashed over the tape just an open length the winner. Great was the excitement, for just as these two racers had see-sawed throughout this race, so they had see-sawed from race to race in which they met. The final would be a battle royal. Fish-



WHAT THE WIND INNOCENTLY (?) DID



PANORAMIC VIEW OF THE CHICAGO RACE MEET AT THE TIME OF

er's time was 5:29%, good time and good average.

Only three starters showed up for the 5-mile race for heavy-weight cars, Pope-Toledos, driven by Herbert Lytle and W. Knipper, respectively, and a Sheppard, driven by L. D. Sheppard. Knipper took the lead at the start, but lost it quickly when Lytle got his car going. At the end of the first mile Lytle led Sheppard by an eighth of a mile, with Knipper 300 yards still further back. Lytle continued to lengthen his lead, but Sheppard lost his advantage of Knipper, the latter's car getting to run better, so that near the end of the third mile Sheppard was passed. Lytle won by $\frac{3}{8}$ -mile from Knipper and by twice that distance from Sheppard. The time was 6:22.

The final heat of the Ford-Comet match was indeed exciting, inasmuch as it decided the struggle between these two champions of the meet, but it was a race as the second heat. Fisher's car ran splendidly and after tak-

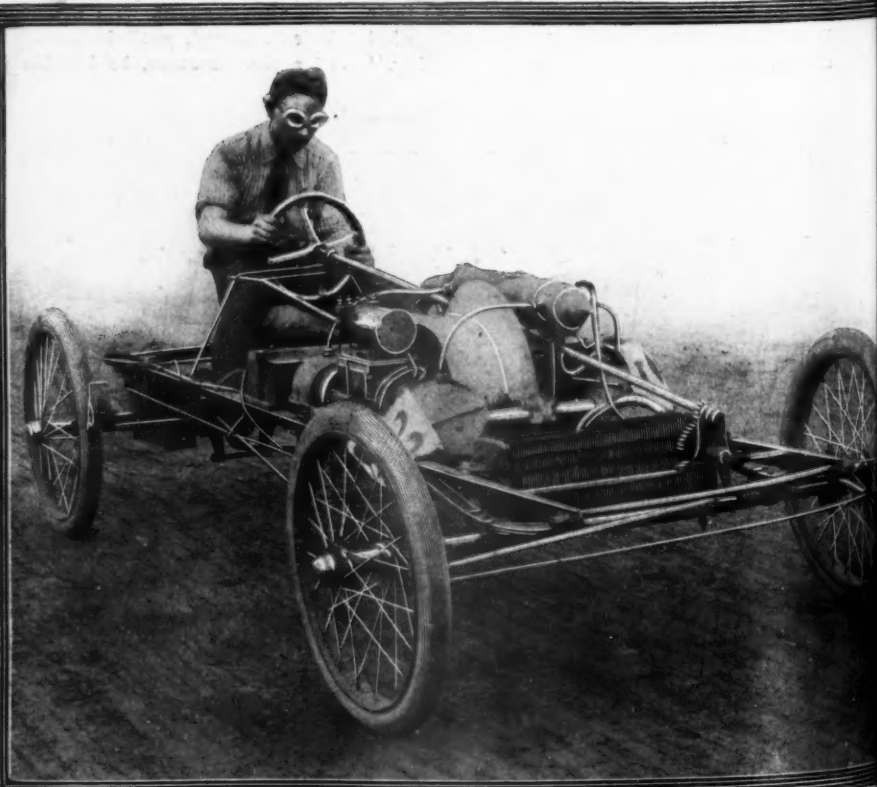
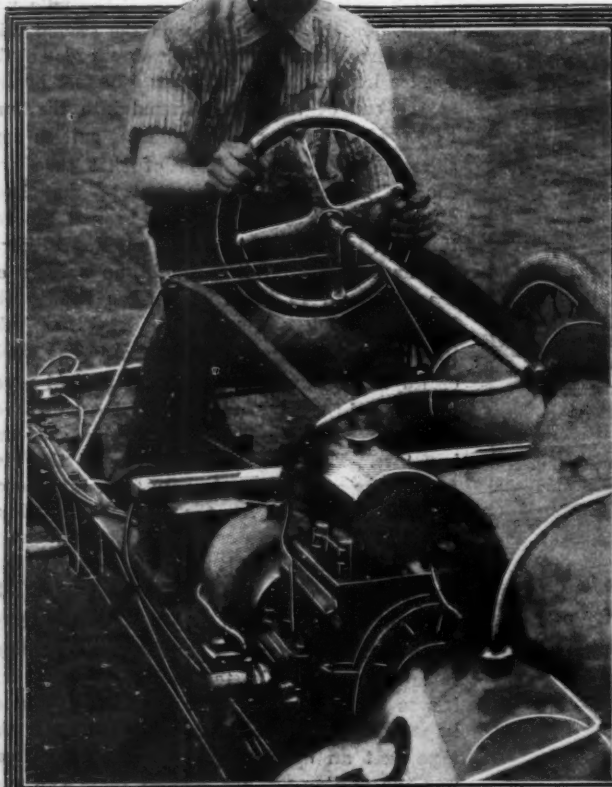
ing the lead in the back stretch of the first mile, Fisher won by fully 300 yards. But if it was not a close race it was a fast one and the little eight-cylinder air-cooled car came within $\frac{1}{4}$ of a second of equaling the 1-mile world's track record for middle-weight cars and broke the 2-mile record. The time of the race was 5:10%. The fastest mile was the second, in :59%, just outside the mile record held by M. G. Bernin and W. G. Brokaw's 40-horsepower Renault. The time for 2 miles was 2:02, or $\frac{3}{4}$ -second under the record made by Joe Tracy on the Brokaw a week ago at the Empire meet.

The $\frac{1}{8}$ -mile slow race brought out Frank X. Mudd, of the Chicago club, as a really truly champion in this style of dare-devil driving. Few had suspected Mr. Mudd's dauntless ability and his friends congratulated him heartily after he had disposed of his contestants.

Eleven Franklin cars loaded to the brim with femininity rolled onto the track for the special 5-mile race for these machines, and soon after the pistol

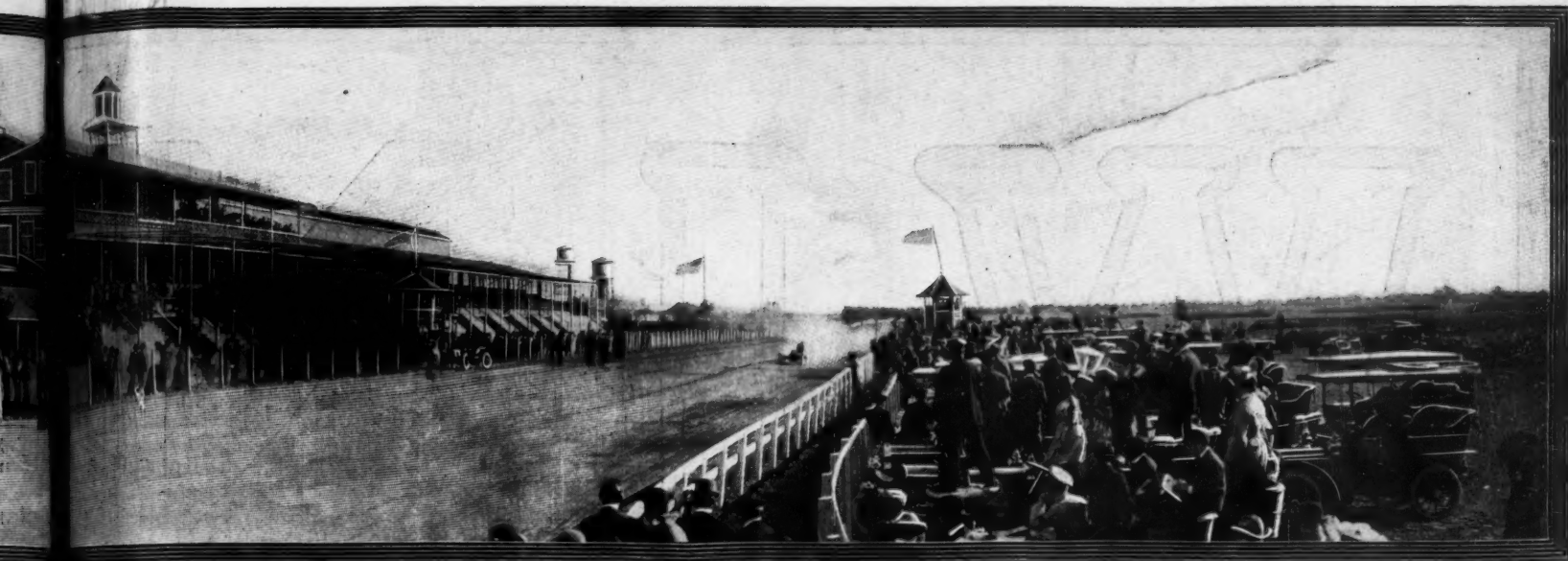


MRS. REGINALD SMITH



FRANK KULICK AND HIS FORD RACER

INDEX



TIME WAS COMPLETING HIS EXHIBITION MILE IN THE PREMIER COMET

PHOTOGRAPH BY W. E. HUEY



swung around the stretch into a vari-colored procession. The race was won by E. F. Kirchberger, who thus secured the silver loving cup presented in person on the track by its donor, Ralph Temple. C. H. Harbert won second prize, a diamond pin presented by the H. H. Franklin Mfg. Co. Incidentally this race suggests for another, a heat race, in which cars of each make are segregated into trial heats, the winners of which compete in a final for a cup or other trophy jointly presented by the dealers handling the machines represented.

On account of the fact that in the last heat of his match-race with Kulick, Carl Fisher had come so close to the mile record mark, he essayed, in a special trial, to break this record, but was unable to do better than 1:01 1/2. Coming into the stretch he scraped the fence and it was miraculous that he did not come to harm. However, he brought the car back to its course and closed the incident so quickly that few in the grand stand were aware of it.

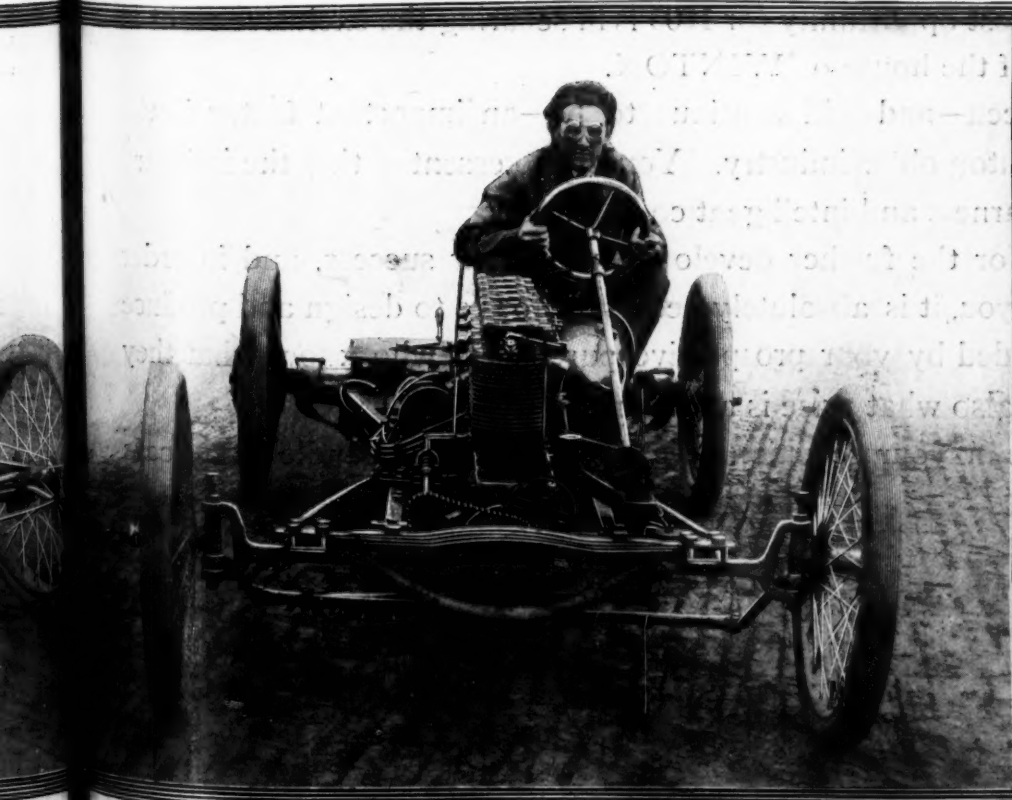
The 10-mile handicap closing the meet was not

so interesting a race as the handicap of the previous day, but it furnished no little brisk scrapping. The Ford and Comet were missing as scratch starters, leaving Herbert Lytle, Pope-Toledo, scratch, with a field of eight to catch. The score follows:

POSITION	DRIVER	CAR	HANDICAP
1...	Orlando Weber.....	Pope-Toledo	7:00
2...	Charles Weber.....	Pope-Toledo	6:30
3...	Herbert Lytle.....	Pope-Toledo	Scratch
4...	W. Knipper.....	Pope-Toledo	4:30

The other contestants were: L. D. Sheppard, Sheppard, 2:30; Duke Bramman, Premier, 7:30; F. O. Tallman, Renault, 3:00; Edgar Apperson, Apperson, 3:00; O. E. Schell, Michigan, 7:30. The winner's time was 15:44. It was in this race that the starter himself theun-erly of alter-caps after been officially for execution.

INALD SH... TO BE PHOTOGRAPHED.



CARL FISHER WITH HIS PREMIER COMET

INDEX

WIN

Of Direct Concern

Do you sell automobiles?

Are you the representative Sales Agent in your territory?

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During the past season we have carefully studied the tastes and desires of the most discriminating automobilists. We know just what they want for 1905. We are going to produce more than one model. Fact is, the Sales Agent who controls WINTON products will need to consider much else in order to have a complete line of gasoline cars.

This limited space makes it impossible to give you a complete outline of our manufacturing policy in a single issue, but we ask that you watch our announcements during the next few weeks that you may learn of our policy in detail for the coming season. If this "continued in our next" plan is too slow, get into immediate communication with our Sales Department. The result may be mutually profitable.

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